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FIELD NOTES.

MESOPOTAMIA.

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FIELD NOTES.

MESOPOTAMIA.

CHAPTER I.

HISTORY.

EXPEDITION TO MUHAMMAREH, 1857.

Cavalry (392). Troops.

Two batteries of Artillery.

Two British Infantry battalions.

Two Native Infantry battalions and details.

Total 4,837 of all ranks and 12 guns.

Conveyed in eight transport.

Steamers—"Feroze", "Semiramis", "Assaye", "Ajdaia", Kamal Squad
"Victoria". ron.

Sloops—"Clive", "Falkland", "Berenice".

Under the command of Commodore Young, I N.

The Persian force holding Muhammareh was under the command of the Shahzada and consisted of about 13,000 men (of which about 7,000 were regular troops).

The chief defences of Muhammareh were two batteries, one on each side of the entrance to the Hajar Channel from the Shatt al 'Arab, together with several minor works further up that channel on the north side.

The large north and south batteries were powerful open earth-works with casemated embrasures. The exact armament is not
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stated. The sixteen 12 lb and 8 pr guns and one mortar found here when the Persians abandoned the works were probably supplemented by the field guns of the Persian army. The following is a brief summary of the British operations —

14th March — Steamers towing transports assembled after dark at rendezvous 3 miles below entrance to Hafar Channel. Batteries reconnoitred during night. Two islands (the "Dubbees", no longer existing in 1903) close to west bank of Shatt al Arab, examined and found unsuitable for proposed mortar battery.

25th March — Raft constructed and armed with two 8 inch and two 5½ inch mortars. Horses and guns of artillery, portion of cavalry and infantry transhipped into boats and small steamers in readiness for landing. During the night mortar raft towed by the "Comet" into position under cover of Dubbees Island opposite the entrance of the Hafar Channel, being unobserved, movement not molested.

26th March — Mortars on raft, manned by artillery, opened fire at dawn on the north and south batteries. Only the 8 inch mortars proved effective. "Semiramis" (with "Clive" in tow) and "Ajdaha" moved into west channel to support mortar raft. On fire from forts al Qishn, remainder of squadron moved up east channel of Shatt al Arab and also engaged forts "Semiramis", "Clive" and "Ajdaha" then withdrew from west channel and joined the other vessels in close attack on forts. Supposed position of Persian camp was also bombarded (afterwards discovered, with effect).

At 7.45 A.M. batteries were only able to reply from three or four guns.

Between 9 and 10 A.M. transports, with about 1,400 troops and followers, were brought up the east channel past the squadron engaging the forts fortunately without loss. Troops disembarked, covered by fire from "Clive" and "Ajdaha" at a point on east bank of Shatt al Arab about 2,000 yards above north battery.

Landing parties from "Semiramis", "Clive", "Victoria" and "Falkland" then drove the Persians from north and south batteries.

Landing of troops completed by 1.30 P.M. Advance at once made on Persian entrenched camp. On approach of British

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force Persian army retreated precipitately abandoning enormous quantities of stores. For want of sufficient cavalry British pursuit ineffective. Very few casualties among the troops. Naval casualties only 5 killed and 18 wounded. This slight loss due to the fact that all vessels engaged used trusses of compressed hay to give additional protection to the crews.

On March 28th, 300 men with 6 howitzers left Muhammarréh in 3 steamers to destroy the enemy's magazines at Ahwaz. On April 1st, the howitzers sailed the enemy, who were found 8,000 strong on the right bank opposite Ahwaz, while the rest of the force entered Ahwaz, which was held by only 500 Persians. The enemy being worn out, and half starved owing to their hasty retreat, offered no resistance. On April 3rd the small force started back, and arrived at Muhammarréh the same day. The force withdrew from Muhammarréh on May 16th, 1857.

THE POLITICAL SITUATION IN MESOPOTAMIA.

The political situation in Baghdad and Mesopotamia is intimately connected with that in the Persian Gulf.

During the 19th century the British gradually built up for themselves a special position in the Persian Gulf and in Lower Mesopotamia.

Great Britain undertook and maintained single handed —

- 1 The suppression of the slave trade and piracy
- 2 The preservation of peace and the development of trade in the Persian Gulf
- 3 The opening up of the Tigris and Euphrates to navigation.
- 4 The survey of the coasts and rivers and the production of navigation charts, sailing direction, etc.

At the end of the 19th century the British occupied a position of great influence in the Persian Gulf and in Lower Mesopotamia.

Since the beginning of the 20th century, however great changes have come about—changes so great that our position at Baghdad has been seriously challenged.

Intrigues with
Kuwait.

and embark-
rsian Gulf,
to British
ment had
alf, it now
id tried by

many offers to induce him to accept Turkish nationality.

The Shaikh, however, stood loyally by his agreements of 1899 and 1907 with the British Government

Turkish intrigues against the Shaikh of Muhammareh culminated in open use of force in April 1910, but this affair was tidied over

Not content with this the Turks pursued an aggressive policy in the Qatar peninsula and the Trucial coast, occupied the island of Zakhuniyah, and even went so far as to put forward shadowy claims over the 'Oman, peninsula, Masqat, and even Gwadar on the Baluchistan coast.

These intrigues were coincident with the efforts of Germany to strengthen her commercial position in the Persian Gulf

Nearer home the Turks seized every pretext to pick a quarrel with the British

Intrigues
against Shaikh
of Muhamma-
reh.

Turkish petty
annoyances

- (i) The sepoy guard on the British Residency
- (ii) The presence of the R I M S "Comet" flying the British flag, for the special use of the Resident
- (iii) The size of the British Residency and grounds at Baghdad

The attitude of the Turks towards foreigners in general, and to the British in particular, underwent a very marked change for the good in 1912. Improvement in Turkish attitude 1912

The defeat of Turkey in the Balkans also greatly changed the political situation for the rise of a strong Balkan hegemony whilst it weakened Turkey in Europe also had the effect of barring to Germany the direct road to Constantinople and Turkey in Asia which rumour had it some years ago, Germany intended to colonise. Balkan War, 1912.

Turkey's defeat in the Balkans led to widespread lawlessness in 1912 in the Muntafik country and in Kurdistan, in which province the outbreaks were said to have been fostered by the Russians

Another result of the weakening of the Central Government was the decline in popular favour of the Committee of Union and Progress and the founding at Baghdad, in January 1912, of a local branch of the Committee of Freedom and Accord, which was opposed to the former. Committee of Freedom and Accord

In Basrah the anti Turkish feeling has been still more marked In June 1913 the Turkish Commandant of Troops was assassinated by Arabs and it was feared that there would be a general Arab rising. Arab Movement.

Disturbances continued in Basrah till March 1914, but the rising did not come to a head

The execution of part of Sir W Willcocks' irrigation scheme for Mesopotamia was entrusted to Sir John Jackson and Company The first section of this scheme, the construction of the Hindiayah barrage, was completed in 1914 \ Irrigation in Mesopotamia

NEIGHBOURING PRINCIPALITIES

The following short history of neighbouring tracts affords an insight into political relations of the Turks h.

Kuwait

Kuwait is a tract of country of an area directly administered by the British Government, and thus, the latter is doing, the Turks on the other

The family of the present Shaikh, Mubarak bin Sabah, originally dwelt in a small fort called Umm Qasr at the head of the Khor 'Abdullah, whence, on account of acts of piracy, they were expelled by the authorities at Basrah at the end of the seventeenth century, with the result that they moved down to Kuwait Bay.

For the succeeding two centuries, the history of Kuwait is mainly concerned with tribal alliances or feuds into which the influence of the Wahabi* rulers from Riyadh or Hail entered from time to time, and it was not until 1871 that any direct contact with the Ottoman Empire first commenced.

In that year 'Abdullah bin Faisal, the ruler of Najd, appealed to Midhat Pasha, the *Wali* of Baghdad, for assistance against 'Abdullah's brother Sa'ud, who had possessed himself of Al Qitar and Qatif, then under the rule of the Amirs of Najd. Sa'ud had also, in the harbours of these localities, seized certain Kuwait ships, and had returned an evasive answer to the remonstrances of the then Shaikh of Kuwait. As a result of a conference between the *Wali* and the Shaikh, it was decided that they would co-operate with 'Abdullah against Sa'ud. The latter was defeated and according to the Turkish account, the Shaikh placed and, with a contribution, however, the Shaikh was merely granted the title of Pasha in return for services rendered, at the same time receiving grants of land in the neighbourhood of Fao, and a grant of money which was paid regularly until 1898.

Kuwait now (1915) flies a flag of its own.

From 1871 onwards to 1897, the question of the sovereignty of Kuwait arose in various forms, mainly on the general point of the repression of piracy on the Gulf Coast by British ships.

In April 1897, Shaikh Mubarak failed in an endeavour to obtain from Turkey a recognition of independence, upon which he preferred a definite request for British protection. The British Government were at first not disposed to interfere, but in

*A puritanical Moslem sect started by 'Abdul Wahab of Basrah which spread over the Arabian desert of Najd and the Hafid, and embraced the Jabal Shammar country to the north-east.

1899 action was precipitated by the report of a Russian railway concession in Kuwait with the result that certain arrangements were entered into with the Shaikh. Meanwhile, on the other hand the Shaikh had accepted the Turkish designation of Qaim Maqan * which might perhaps be held to represent the holding of office under the Turkish Government, but this was explained as merely incidental to the possession of the Turkish property at Bas by the Shaikh.

Subsequently a more difficult question arose through the endeavour of the Turks to appoint a harbour official at Kuwait; this led to a remonstrance from the British Government, and the subsequent removal of the official by the Turks.

In the beginning of 1900, the first rumours arose as to the Baghdad railway project, and as it was reported that the German promoters would negotiate directly with the Sultan, for a concession of land in Kuwait Harbour to use as a terminus, without regard to the Shaikh the British Government announced that, while they did not desire to interfere with the *status quo* or with the Sultan's authority in those parts, they could not, having regard to the great interests of the British Empire, with

Government had certain agreements

As a result probably of this attitude no mention was made in the subsequent railway convention as to any definite terminal port, but other events during 1901 and 1902 raised the Kuwait question to a somewhat acute stage.

In 1901, the Shaikh attacked the Amir of Najd and the latter appealed to the Ottoman Government, which thereupon manifested an intention of despatching troops to Kuwait. This was resisted by the British Government which announced its resolution to oppose by force any landing of troops in Kuwait territory.

It was within a few weeks of this incident that Mubarak

* Head of a *qadha* (administrative division of country in the Ottoman dominions)

The family of the present Shaikh, Mubarak bin Subah, originally dwelt in a small fort called Umm Qa'ir, at the head of the Khor 'Abdullah, whence, on account of acts of piracy, they were expelled by the authorities at Basrah at the end of the seventeenth century, with the result that they moved down to Kuwait Bay.

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advanced towards Kuwait town, whereupon a provisional scheme
 was advanced by the Senior Naval Officer, in

Island.

question is now regarded by His Majesty's Government, was

anxious to disturb the *status quo* in the Persian Gulf. To a great

maintaining his position are fulfilled."

In 1914 this and other points of variance were on the point of being amicably settled.

Al Hasa

South of Kuwait we come to the so-called "Turkish" province of Al Hasa. This comprises the fertile district of Al Hasa proper with its port of 'Oqair, the coast town and district of Qatif and the fortified port of Al Bida (Dohah) on the eastern shore of the Qatar peninsula. It thus stretches from Kuwait south-east toward the country of the crucial *Chiefs*, and inland to the frontiers of Najd, and is often all described by the name of Al Hasa.

It is only some 30 years since the Turks first obtained a footing in these parts. Up to 1871 the country was under the rule of the Wahabites but in that year one of the Wahabi princes invoked the assistance of the Porte in a family quarrel, and since then the districts of Qatif and Al Hasa have never been without a Turkish garrison. In 1886 the troops quartered in the province only amounted to about 200 men; since then the number gradually increased to 3,000 but was then reduced to 1,000 and in 1914 all except a small garrison at Dohah were evicted by Faysal.

Najd

Najd was, during the early part of the 18th century, the centre of the extensive Wahabi empire, which extended from Mecca to near Baghdad.

become resolved into two main areas of influence, i.e., that centering round Hail to the north, and that centering round Riyadh to the south. At Hail the ruling power is the Fanjar dynasty of Ibn Rashid, at Riyadh the original Wahabi dynasty of Bin Sa'ud is predominant.

Though, from the fact that they have at various periods undertaken military movements into these regions, the Turks

profess to regard both the ruling Amirs as tributary to the Ottoman authority at Persia there is no doubt that whatever vestige of Turkish authority there may have been at any time has now completely disappeared and that both states enjoy an altogether independent status.

The first appearance of the Turks was in 1818, when

The next incident occurred in 1871, when as already related, Midhat Pasha, the Wali of Baghdad, supported one of the claimants to the Amirate, and obtained possession of the province of Al Hasa, which at that time belonged to the Wahabi power.

occupation of various points between Hail and Riyadh. Garrisons were left in Qasim, Anazah and Buraidah, and the Turks proceeded to divide the country into administrative districts. The troops, however, were left uncared for, with the result that they gradually dwindled away, and towards the end of 1906 all had disappeared.

In the circumstances, therefore, it does not appear that the claim of the Turks to have established effective sovereignty, or even a protectorate, over Central Arabia could be substantiated, on the contrary, it would seem that, in accordance with facts, the whole of this locality should be regarded as still independent of their authority.

Between 1908 and the present date intermittent fighting has proceeded between the followers of the two rival Amirs. Rumours arose during 1910 that the Ottoman Government intended was in Other rum allied with encroachment.

In 1913 Bin Saud rose in rebellion against the Turks, and summarily evicted all Turkish officials and all troops from

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The first appearance of the Turks was in 1818, when Muhammad Ali from Egypt came under instructions from the Porte undertook a successful expedition against the Wahabi power. His garrisons remained there until 1831, when they were driven from the country.

In 1889, and again in 1904-05, between which periods the two rival Amirs were struggling for supremacy, the Turks despatched troops to the assistance of Ibn Rashid, the Shammar ruler, and on the latter occasion Turkish troops remained in occupation of various points between Hail and Riyadh. Garrisons were left in Qasim, Anazah and Buraidah and the Turks proceeded to divide the country into administrative districts. The troops however were left uncared for, with the result that they gradually dwindled away and towards the end of 1906 all had disappeared.

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Between 1908 and the present date intermittent fighting has proceeded between the followers of the two rival Amirs. Rumours arose during 1910 that the Ottoman Government intended again to interfere in Najd affairs, and that Ibn Rashid was in receipt of a subsidy from the Turkish authorities. Other rumours state that both Ibn Rashid and Bin Sa'ud are allied with the Shaikh of Kuwait to resist any Ottoman encroachment.

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CHAPTER II GEOGRAPHY.

Boundaries—The tract of country to be dealt with in this report comprises the locality commonly known as Mesopotamia.

Mesopotamia as a whole is the lowland portion of the basin of the ancient Asiatic rivers Euphrates and Tigris, in contradistinction to the Armenian and Kurdistan hill country, which forms the high lying portion of the basin, the dividing line between the two being found in the neighbourhood of Diarbekr. Mesopotamia itself can again be subdivided into Upper and Lower Mesopotamia, the former, *Al Jazirah* (the land between two

The eastern boundary is the Turco-Persian frontier, which was demarcated in 1914. The approximate line, emerging from the watershed of a belt of high mountains east of Baghdad runs along the foothills about 40 miles east of the Tigris to a little west of Muhammareh, where it joins the Shatt al 'Arab.

As regards the country on the west, we have the Arabian tableland, rising very gradually from the lowland, Euphrates country and without any definite line of demarcation between the authority of the Turkish Government and the spheres of the various independent or semi-independent Arab tribes and chief tains.

Geographical features—Between this western desert table land, rising to 1,000 feet at about 100 miles from the Euphrates, and the Persian hills on the east, nowhere is the country more than 100 feet above sea level, and the whole Mesopotamian zone may be regarded as a northern extension of the Persian Gulf, which at one time probably reached almost to the Mediter-

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From the mouth to a point about eight miles above Mulum which it forms the Turco-Persian boundary.

It is a fine river, $1\frac{1}{2}$ miles wide at the mouth, and navigable as far as Basrah, by any vessels that can cross the bar at the entrance. The land is very low on both sides of the entrance, but differs much in appearance, that on the western side being fertile and thickly covered with date trees, that on the Persian side being on the other hand comparatively bare, and barren for several miles up the river.

There are two channels leading into the river entrance, the eastern or Khor al Amaya and the western Khor al Kafka. The latter is the principal channel, and is the one used by steam vessels: it runs between two large banks and across broad flats which form the bar already alluded to. To cross the bar vessels drawing more than 13 feet must wait for the flood. At high spring tide (highest tides are night tide in winter, day tide in summer) vessels of 20 to 22 feet draught can enter, at neaps the draught is 18. As the mud is very soft, powerful steam vessels are often forced through a foot or more of it, and vessels load to the actual depth available at the bar.

A later examination, however, of the bar, concluded in 1911, under the direction of the Commander in Chief, East India Squadron, indicates that at a moderate outlay of money the bar could be dredged so as to admit of the passage of vessels drawing up to 25 or 26 feet.

Fao.—The bar is about 2 miles from Ras al-Bisha, the westernmost point of the entrance, and $3\frac{1}{2}$ miles above Ras al-Bisha is Fao, a village of about 400 inhabitants, and the late terminal station of the Turkish land telegraph line, connecting with the British cable (Indo-European) to Boshra and India.

Fao has a rough stone landing jetty, with deep water a few yards from the outer end.

There is a mud fort at Fao and in the neighbourhood, about 5,400 yards south-east of the telegraph station, is also an uncompleted brick work. This is closed work in the shape of a blunt-edged redan (but nearly rectangular) facing approximately south-east. It is now in ruins and overgrown with reeds (see also page 133).

Having entered the river, the banks are very low on both sides the entire distance to Basrah, and are intersected by

numerous irrigation canals, the country is often under water except for small raised banks between the plantations. In belt or land near the river is exceedingly fertile and produces such vegetables and grain. This belt extends from half a mile to 2 miles from the river bank, beyond is waste country or swamp. Large herds of cattle roam along the banks of the river.

On the ebb the water is fresh and fit for drinking except in the autumn, then the river is low and slightly brackish. Ten miles above Fao it is always fresh at low water.

A landing anywhere near Fao is difficult, as the soil is soft alluvial mud. (See also page 109.)

Considered as a possible site for a railway terminus, Fao, which lies inside the bar at the mouth of the Shatt al 'Arab, has all the disadvantages and none of the commercial advantages of Basrah.

The land on the eastern bank as far as Muhammareh is known as 'Abbadan island, being separated from the mainland by the Bahmanshar river, which runs from the Karun river at Muhammareh into the Gulf east of the Shatt al 'Arab.

Fao to Kabda Point—Kabda Point is the long rounded point on the west bank opposite to and about $2\frac{1}{2}$ miles above Shallah Point on the chart. Previous to reaching this, Ma'amur village is reached on the west bank, 7 miles above Fao and 6 miles from Kabda Point.

Kabda Point to Hafar channel (Karun river)—In this reach there is shoal water around Dawasir island, and some difficulties in passing. The distance is about 12 miles, and it is in to within a distance of $1\frac{1}{2}$ miles. The refining works of the Anglo Persian Oil Company are situated on 'Abbadan Island.

On the western bank above Al Khast point is the village of Saiha, with a custom house; from here on to the Hafar channel the country is open and devoid of plantations.

From 400 to 1,600 yards south of the entrance of the Hafar channel, which leads to Muhammareh and the Karun river on the

Persian side the ship channel of the Shatt al 'Arab is obstructed by a bar which occasionally between February and June, affords a very low depth of water

Upper Channel to Basrah — From abreast of this channel the navigation space of the river is obstructed by the low grassy Dabbah island, $4\frac{1}{2}$ miles long and occupying three fourths of the river width. Opposite the southern end of this island is the village of Mutawā, and thence for 18 miles up to Basrah there is deep water, and from here date groves line both banks of the river

On the left bank is part of the Muhammareh district, and part of the Basrah Qada. The margin of the river is covered by a practically continuous line of date groves, having a depth inland of from $\frac{1}{2}$ to 2 miles. East of the date groves is a flat low lying alluvial plain usually called desert, but it is fairly well watered and consists to a great extent of grass or cultivable land. Infantry could march from Muhammareh to a point opposite Basrah by keeping 2 or 3 miles inland from the bank of the Shatt al Arab. The Shatt al 'Arab would then have to be crossed to reach Basrah. Two streams and several muddy creeks would have to be crossed.

The right or western bank of the river — The margin of the river is covered by a practically continuous line of date groves having a depth inland of from $\frac{1}{2}$ to 2 miles. There are some deep muddy creeks some of which extend inland for a considerable distance from the river Shatt al 'Arab. There is a ten foot tide in the lower Shatt al 'Arab, which fills these creeks and probably any inland marshes but exact information regarding these marshes is not available. West of the date groves the

the river Shatt al 'Arab and the Khor Zubair is believed to be not very suitable for the movement of troops, except along one good track which runs along the edge of the desert, immediately () Much private property though it was there is open () is reported to be

firm and good. The northern part of the Khor is surrounded partly by a marshy plain much intersected by creeks, and partly by an alluvial plain which is liable to inundation.

'ARABISTAN

Northern 'Arabistan consists of the alluvial plains of the rivers Karun, Diz, and Karkheh. The country is for the most part flat, though a few low ranges of hills exist.

Southern 'Arabistan, with the exception of the range of hills through which the Karun forces a passage at Ahwaz, consists of level open plains mostly barren and thinly sprinkled with desert scrub. Some parts are grassy and cultivated. Near the coast the country is liable to inundation.

Bahmanshir River—From the eastern channel of the Shatt-al-'Arab, the Khor al Amaya the Bahmanshir river is reached. This river forms, with the Shatt el 'Arab, the island of 'Abbadan, extending to Muhammareh, where the Bahmanshir joins the Karun river.

The Khor al Amaya channel is tortuous and shallow until near the Bahmanshir mouth, but vessels drawing 7 feet can

for vessels drawing not more than 7 feet for about 30 miles from the mouth. Its width near the mouth is 600 to 800 yards, but in the northern half of the river in some places it is only 300 yards across.

The banks near the mouth are sloping and of soft mud, covered with coarse grass above high water mark, a few miles further up the banks are harder and steeper. At about 22 miles from the mouth, villages and date gardens commence, and line the banks almost all the way up to the junction with the Karun.

The northern part of the river for about 15 miles is very shallow, some of the mud banks drying almost across the channel at low water, the R.I.M. steamer "Comet," drawing 3 feet, grounded twice in 1899 insteaming up.

is potentially one of the richest provinces of Persia, but the country lacks the population necessary to develop its great agricultural resources. Thousands of acres could be put under cultivation in the neighbourhood of Muhammarch alone. Even with the lack of development of natural resources, the trade of Muhammarch is by no means inconsiderable, and has much increased recently owing to the disturbances on the Bushure-Shiraz road. The imports rose from 261,852*l*. in 1909, to 916,910*l* in 1910, the bulk of the goods received being material for the Anglo Persian Oil Company, which works in the Karun valley. The exports (opium, tobacco and dates) have also increased, but the wheat crop has gone down owing to the failure of the crops in two successive years, this having also happened in the neighbouring valleys of Mesopotamia.

Ahuz is a village of 3,000 inhabitants, standing upon the left bank of the Karun at a point where the bank is high. Behind the village is a desert, and at the north end on an elevated salient of the river is a ruined fort in a strong position. In 1913 a wall round the town was being built.

Shushidar stands on elevated ground, between two branches of the Karun river. The citadel is situated on a sandstone cliff overhanging the Shatait, where that river bends due south. It is some 1000 ft. above the sea.

not to be crossed

Dizful is situated on the left bank of the *Ab-i-Diz*, where the bank falls away towards the river in conglomerate cliffs 100 feet high. The town extends $1\frac{1}{2}$ miles along the river and is $\frac{1}{2}$ of a mile deep. The houses are closely packed, many two-storied of brick: the streets are narrow and crooked. The outskirts of the town are fertile, and the soil is rich. The climate is

alice is
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l is an

Neither Dizful nor Shushtar has any defences against assault.

BASSAH AND VICINITY.

Description of town—The town of Rasrah occupies an important position as the trade-gate of Mesopotamia and a portion

of Western Persia, and as the port of transhipment from ocean

15 to 20 tons. There is not room for two vessels abreast, but any number can lie up and down the river, which is here 600 yards across.

The actual town itself lies 2 miles from the river on a narrow creek, the Nahr al 'Ashar, along which a very fair carriage road

The population, including suburbs, numbers 40,000, mostly composed of sedentary Arabs. There are some Europeans and Indians, about 3,000 Persians and 1,000 Jews.

the Robat. They are both higher up stream than the 'Ashar. The latter is crossed by two roads, the one on the left and the other in the middle. The first is a good road, but the second is a mere path from the river. Grain is about 1000 to 1200 lbs. per acre on either bank.

All the European houses are on the river bank, or a short distance up the 'Ashar creek, while near the mouth of the creek

are the old Turkish dockyard and arsenal, custom house, Government *kona*, British Consulate and Turkish Commodore's house. The only places of importance on the left bank are the quarantine station and the naval hospital, with a small landing pier.

Beyond is Gardilan, a collection of mud huts.

Storehouses.—There are no store depots. Besides sleds the bottom storeys of the European houses along the river front could be utilized. These houses are two storied and of brick. There is no stone in the country.

Surrounding country and communications.—The country surrounding Basrah is quite flat everywhere, and any military landing could easily be covered by the fire of ships stationed in the river. No suitable position offers for the defence of the town, but the deep muddy canals in the vicinity would greatly impede the movement of troops.

From the river to the town there is only the one made road running along the south bank of the 'Ashar creek, the other tracks are almost impassable in wet weather.

The natural means for further movement north are by the Tigris, less favourable alternative routes offer by the caravan route along the edge of the desert to Suq ash Shuyukh, and Nasiriyah, or by the Euphrates from Suq ash Shuyukh or Qurnah.

A carriage road leads to Gurmat 'Ali, but no movement is practicable off this road, and thence north the country is a mass of swamp to 'Amarah.

The river routes are fully described in Chapters VI and VIII (see pages 101, 104 and 136). As regards the land route to Suq ash Shuyukh, this is a good open desert track passable for all arms either *via* Zubair, (the better route), or direct to Khamisiyah. To reach Khamisiyah would take 7 days *via* Zubair, 2 days onwards to Nasiriyah. Supplies scarce but water plentiful. (For further details see Route No 5 B, page 145.)

South, several routes lead to Kuwait, that *via* Zubair, and Umm Qasr being the best [see pages 125 and 129.]

North of Basrah, up to and beyond Qurnah, nearly the whole country is marshy, liable to inundation, and quite unsuitable for the movement of troops. There are, however, several tracks through these shallow marshes by which local

Arabs, on foot and lightly equipped, could find their way down to Basrah, unaccompanied by transport and impediments

Zubair —This town, the site of old Basrah, stands in the desert 9 miles to the south west of the modern Basrah, and forms the first stage on the route from Basrah to Kuwait or Najd

Around the town, which is walled, the country is entirely barren except to the south east, on which side a scattered series of lucerne and melon fields, hedged with tamarisks, extends to a distance of 3 miles, this tract is called *Durhamiyah*, and the drinking water of the town is supplied by its wells. Five miles to the north west of Zubair is *Shaiba*, a property belonging to the hereditary Shaikh of Zubair

Shaiba has abundant good water from wells. It has five or six large fortified houses or *scrabs* belonging to wealthy people of Zubair who come here in the summer.

There is in the town a large compound for the reception of the British troops, and a large number of British soldiers are stationed there.

The population is about 6,000, and virtually all are Sunni

weather in quest of a drier atmosphere, and some important families of Central Arabian origin are also located here.

Zubair is a market town for the surrounding Bedouin tribes.

road. There is a through route, avoiding the main water difficulties, by Diwanīyah and Samawah to Suq-ash Shuyukh, and thence to Basrah, the marshy tract which prevents this place being reached by the Tigris valley being skirted by moving along the edge of the desert. Samawah can also be reached in a more roundabout manner, via Karbala and Najaf.

The general nature of the Babylonian plain, which occurs between the two rivers, has already been alluded to.

of fine sandy gravel offers a good surface for movement.

General nature of the country on the river banks—From the Hindīyah barrage to the end of the Shīnāfiyah Lake there is continuous cultivation on both banks, and the traveller is never out of sight of many date groves. Where the banks are high, wheat and barley are grown, and lower down there is an enormous area of rice cultivation, which is far more profitable than winter crops which are ruined by floods every second or third year. In the direction of Diwanīyah also there were large areas under cultivation, but owing to the drying up of the Hillah branch of the river, many have ceased to exist. The completion (1914) of the new Hindīyah Barrage (q.v. below) will, no doubt, remedy this. It is said that the lands on the Euphrates round about Hillah used to pay a revenue of about £T 57,000 a year, whereas they now pay practically nothing. It is said that the lands round about Hillah used to pay a revenue of about £T 57,000 a year, whereas they now pay practically nothing.

From Samawah to Nasīriyah cultivation is scattered, but taken as a whole fairly extensive; irrigation is done by water lift, except close to Nasīriyah, where rice cultivation begins.

From Nasīriyah to beyond Suq-ash-Shuyukh is a long succession of gardens and cultivation, and the country appears incom-

TOWNS ON THE TIGRIS

(See also route report's page 123 et seq.)

Shatrat al 'Amarah — (Qal at Salih) 500 houses and occasional stopping place for steamers. Telegraph office.

The Christian sect of Sabians have their principal location at 'Amarah. The two towns, Kut al Amarah and 'Amarah are the principal places between Baghdad and Basrah.

Caravan routes lead to Baghdad and Mandali, from Badrah on the latter route, a difficult hill track crosses over to Kirmanshah in Persia.

obtained from springs in the river bed.

Some further details regarding these towns will be found in Route (river) Report No. 4 (See page 136.)

TOWNS ON OR NEAR THE EUPHRATES

(See also Route reports, page 123 *et seq*)

Qurnat Ali — A large village built on high ground in the marshes connected with the Tigris by a large water channel and with Basrah by a carriage road through marshes and date groves. The country on either side of this road is not passable for troops. To the north west are reed covered swamps with many blind villages standing like towers out of the water. To the west is the *khor* or open water.

Suq ash Shuyukh — An important town situated for the most part on the right bank of the Euphrates, it derives its name from the fact that the desert tribes resort to it for trade.

The town has numerous fruit gardens, and its date plantations extend up the left bank of the Euphrates till they meet those of Nasiriyah. The neighbourhood unfortunately, is marshy and the climate unhealthy. The Euphrates is spanned at the town by a bridge of about 12 pontoons the number of which is increased to 15 or 16 when the river rises.

The population of Suq ash Shuyukh amounts to about 12 000 souls, about three fourths of whom are Shi'ahs, but it includes 700 Sabians and 300 Jews. The religious head of the Sabians lives here, the community, who have a small primary school for their children are mostly goldsmiths blacksmiths and builders of *Mashkuf* canoes, they inhabit a quarter on the left bank of the river which is connected with the main town by the bridge of boats.

There are over 200 shops at Suq ash Shuyukh, but, except with the Arab tribes, there is no considerable trade.

Nasiriyah — Nasiriyah is a comparatively modern town of some 10,000 inhabitants founded on the left bank of the Euphrates, about 19 miles from Suq ash-Shuyukh, by Nasir Pasha chief of the Muntafik Arabs, to perpetuate his residence. It usually had a garrison of one or more Azam battalions and was the place of assembly for the various expeditions designed from time to time to overawe the Muntafik (see page 59).

TOWNS ON THE TIGRIS

(See also route report's page 123 *et seq*)

Sinat al 'Amarah — (Qal'at Salih) 500 houses and occasional stopping place for steamers. Telegraph office

The Christian sect of Sabians have their principal location at 'Amarah. The two towns, Kut al 'Amarah and 'Amarah are the principal places between Baghdad and Basrah.

Caravan routes lead to Baghdad and Mandali, from Badrah on the latter route, a difficult hill track crosses over to Kirmanshah in Persia.

obtained from springs in the river bed.

Some further details regarding these towns will be found in Route (river) Report No 4 (See page 136)

TOWNS ON OR NEAR THE EUPHRATES.

(See also Pons's reports, pages 123 et seq.)

Cur'at *Il* — A large village built on high ground in the marshes connected with the Tigris by a large water channel and with Basrah by a carriage road through marshes and date groves. The country on either side of this road is not passable for troops. To the north we see reed covered swamps with many island villages standing like towers out of the water. To the west is the *Il* or open water.

Suq ash Shuyukh — An important town situated for the most part on the right bank of the Euphrates, it derives its name from the fact that the desert tribes resort to it for trade.

The town has numerous fruit gardens, and its date plantations extend up the left bank of the Euphrates till they meet those of Nasiriyah. The neighbourhood unfortunately is marshy and the climate unhealthy. The Euphrates is spanned at the town by a bridge of about 12 pontoons the number of which is increased to 15 or 16 when the river rises.

The population of Suq ash Shuyukh amounts to about 12 000 souls, about three fourths of whom are Shi'ahs, but it includes 700 Sabians and 300 Jews. The religious head of the Sabians lives here, the community, who have a small primary school for their children are mostly gold smiths, blacksmiths and builders of *Mashhuf* canoes, they inhabit a quarter on the left bank of the river which is connected with the main town by the bridge of boats.

There are over 200 shops at Suq ash Shuyukh, but, except with the Arab tribes, there is no considerable trade.

Suq ash Shuyukh is the head quarters of a *qadha* of the same name.

Nasiriyah — Nasiriyah is a comparatively modern town of some 10 000 inhabitants, founded on the left bank of the Euphrates, about 19 miles from Suq ash-Shuyukh, by Nasir Pasha, chief of the Muntafik Arabs, to perpetuate his residence. It usually had a garrison of one or more Nizam battalions and was the place of assembly for the various expeditions designed from time to time to overawe the Muntafik (see page 59).

Samawah—Samawah stands principally on the right bank of the Euphrates and is built of materials obtained from some ancient ruins close by. There is a boat bridge.

It has a good bazaar, and is a special centre for the corn trade of the adjoining districts of the Euphrates.

To the south the river bank is lined with extensive date gardens.

There is a ferry a short way down stream at Al Khudher.

Rumathah—Rumathah is a town of about 2,500 inhabitants who are all Shi'ahs. There is a bazaar of some 180 shops, but many are now deserted. The houses number about 600, mostly low mud huts, are scattered among gardens and plantations. It was formerly a place of considerable prosperity but owing to the drying up of the branch of the Euphrates on which it stands it is now half deserted. After the date harvest a good deal of business is still transacted here with the Arabs of the neighbourhood. The opening of the new Hindiyah Barrage (see page 25) may favourably affect this place.

Diwaniyah is situated on the Hillah branch of the Euphrates which, before the completion of the new Hindiyah Barrage (see page 25) in 1913 had dried up. The population (in 1908) numbered less than 4,000 mostly Shi'ahs and was decreasing. The houses are mostly of sundried brick. The town depends for supplies on outlying places and water is obtained from wells. The trade is practically nil. It is the headquarters of the Diwaniyah Sanjaq and its central position in the district is its only recommendation as such. The nominal garrison was 1 battalion and 3 guns, but seldom more than 80 men were present.

The town is connected with Hillah by a double, and Samawah by a single line of telegraph. Formerly there was a bridge of boats across the river.

Hillah—Hillah is the chief town of a *qadha* of the same name in the *sanjaq* of Diwaniyah. The population, three fourths of whom are Shi'ah Arabs, number 20,000. Surrounded by gardens and fruit trees Hillah is the centre of a district which produces wheat and barley in abundance, though in 1908 its agricultural prosperity was on the decline owing to the drying up of the branch of the Euphrates on which it stands. This may have been stayed by the opening of the new Hindiyah Barrage, at the junction of the two branches of the river near Musayyib. There were (in 1908) some 2,500 shops and 120 grain stores, and

considerable trade was carried on. It is calculated that under favourable conditions the following supplies could be collected in a week: 400 tons of wheat, 600 tons of barley, 100 tons of rice, 1000 oxen and 600 buffaloes, 300 horses, 100 donkeys, 50 mules, 700 camels and 5000 sheep. There is a post office and telegraph office. The military garrison consisted of 1 regiment of cavalry, 1 battalion of infantry, and 3 guns. There was said to be a large stock of ammunition, equipment for a battalion of reserves and a reserve battery of field guns.

Musayib — Musayib is an important place on the Baghdad Karbala road. It contains 1000 houses and the permanent inhabitants number some 3500, with a floating pilgrim population of 1500 more, mostly Shi'ah Arabs and Persians.

The larger part of the town is situated on the left bank. There are 1000 yards long crossing the river. The part is not readily accessible. Grain stores, there are 40000 date trees, and the place is the centre of a good agricultural district.

Najaf (Mashhad Ali) — Najaf is a place of 12000 inhabitants, including a number of Indian Moslems, it contains the shrine of Ali, and is a spot of great sanctity among Shi'ah Moslems, some 6000 corpses being brought here every year for interment.

It is about 30 miles from Hillah and is situated on an elevated ridge of sandstone 150 feet above the plain. It is surrounded by walls 25 feet high and 5 to 6 feet thick, of burnt brick, with no ditch. These are nearly square in circuit, and strengthened at intervals by bastions, the houses inside being closely packed.

Water is scarce, wells brackish; best drinking water in skins from Hidayah canal, 4 miles off.

The town is dependent on the Bani Harsan and Muntafik Arabs for supplies.

There was formerly a regular garrison of one battalion.

Supplies at instant from Baghdad to Najaf. Over 2000 pilgrims a day pass over this route in pilgrim season, lasting about 4 months and never have any difficulty about supplies. The country which is most fertile, with much corn and immense flocks of sheep, would support an army corps, on march or halted, for some time, if the inhabitants were friendly. Najaf itself is

situated in middle of desert, and supplies are all brought in on dromedaries by Arabs

Karbala (Washhad Husain) —Karbala is on the plain, 20 miles west of the Euphrates, with which it is connected by the Husainiyah canal

The town contains 5 000 large well built houses has now no walls, but is surrounded by date groves and gardens, among which many houses are hidden

Water supply, often uncertain, is from the canal (The completion of the new Hindiyah Barrage in 1914 should have assured a perennial flow of water in the canal) Brackish well water is otherwise used

The population is about 60 000, mostly Arabs and Persians with many Indian Moslems and a few Jews the few Turks are those connected with the Government

The Mosque of Husain which is also his burial place, is a peculiar object of veneration for the Shi'ah Moslems and therefore a Persian religious centre of great importance

The town is frequented by Shi'ah devotees from all parts of the Moslem world

The bazaar is well stocked and busy, and Karbala is the centre of a busy agricultural district, with abundant supplies

Karbala was recently made the head quarters of a *redif* division, and the place is the seat of a mutasarrif under Baghdad There was until the outbreak of the present war a British Vice Consul

BAGHDAD

Description —The city of Baghdad, at one time a famous capital of the Moslem world and in what was once one of the richest of the Gulf populations 55,000 are Jews

On the east bank lies the most modern portion of the town, including the Government offices and the chief commercial and public buildings On the west bank is the old town, enclosed by an extensive tract of orange and date groves The old walls of brick have been demolished, except in a few places,

entire in the south-west corner, but the ditch and remains, now dry, of the moat part and enclosing a considerable area.

The town is situated on the river bank and the citadel is a line of masonry walls, 10 to 15 feet high, the plan.

There are 18 bastions or towers, the citadel is a line of masonry walls, 10 to 15 feet high, the plan. In addition to the citadel, there are 18 bastions or towers, the citadel is a line of masonry walls, 10 to 15 feet high, the plan. The citadel is a line of masonry walls, 10 to 15 feet high, the plan. The citadel is a line of masonry walls, 10 to 15 feet high, the plan.

The town has no architectural character whatever and even in the most important the streets are mere alleys crowded with bazars, which are arched in with brick. The late Mr. Nazim Pasha, among other measures took in hand the question of street improvement, but his acts were not characterized by prudence and he caused great resentment by the various demolitions which were carried out by his order. The shops are well supplied with European articles, including Manchester cotton goods and English stores.

The Sarai (read rice of the World), a good building, is situated on the river bank north of the citadel, near, and also on the left bank, above the bridge, are the infantry barracks, an imposing two-storied brick building, on three sides of a square, able to contain 3000 men. The artillery and cavalry barracks and stables are in the citadel and outside the north-west gate.

In addition to the regular barracks, a standing camp of mud built huts has recently been established outside the town about 1 mile from the south-east gate.

There was a large European colony, chiefly British, who lived in good houses on the left bank of the river near the British Residency.

A fine hospital built by a wealthy Jewish merchant, has been opened outside the north gate, while there are French Carmelite schools, a Jewish high school and a branch of the Church Missionary Society.

The representative of the British Government in Bagdad had for long occupied a privileged position in comparison with the status of the representatives of other foreign powers. The latter fulfilled the ordinary functions of consul but the British representative was styled Resident (he is referred to by Ar')

as "Safir"—ambassador—and had a guard of 30 Indian Infantry, with a gunboat of the Royal Indian Marine (R.I.M.S. "Comet"), stationed on the river.

Communication across the river is at present maintained by a bridge of boats consisting of 22 pontoons made of wooden planking, coated with bitumen. The breadth of the roadway is 30 feet. On the pontoons near each end of the bridge facing south are cafes, and in the centre two rooms for the watchmen of the bridge. This bridge was constructed in September 1902, and is in good repair but the steep ascent and descent at each end make it difficult for horses and almost impassable at low water for wheeled vehicles heavily laden. The bridge is 221 yards long and 16 of the pontoons are about 42 feet long, but three pairs in the centre and near the ends are 52 feet long.

The breadth of the pontoons is about 18 feet.

In high floods or strong wind the bridge has to be swung back. The approaches on either bank are through narrow, winding streets. The current in April is about 4 miles an hour, the average width of the stream being 250 yards, and in flood it is 30 to 36 feet deep. To allow boats to pass, six pontoons, next the right bank, can be swung back.

In conjunction with other improvements due to the initiative of the late Nazim Pasha, tenders have been invited for the construction of an iron bridge, 240 yards long and 40 feet broad, with a swinging portion of 33 yards for the passage of steamers.

In addition to the steam boats plying on the river, which will be alluded to in Chapter VI, 100 large sailing boats are available at Baghdad, carrying from 20 to 100 tons each, and 200 wicker coracles carrying 1 ton or 40 men.

A British firm in 1911 supplied three 12 knot motor vessels to work as ferry boats on the Tigris at Baghdad.

Country immediately around Baghdad—The country generally around Baghdad is quite flat with desert both east and west. This desert, however, in many places is covered with pasturage in

South of Baghdad towards Mahmudiyah movement off the raised embankment, on which the road runs, would be difficult after rain or if the river were high.

East towards Fallujah the desert is in parts sandy clay and in parts pebbly covered at first with camel thorn and then with scanty shrubs.

West the country is an open sandy desert uncultivated but cultivable in the valley of the Diyala towards Baqubah movement would be difficult for troops on account of the numerous water cuts.

No positions for attack or defence of the city offer except on

The suburbs the gardens and date groves could be connected by earthworks with the hills and a regular line of defence formed on the right bank, but the left bank has no natural advantages for either attack or defence

Approach from the south by the Mahmudiyah road could be met by a defence of the bridge over the Khurr stream, 3 miles south of Baghdad. The locality here offers a suitable site for the construction of a bridgehead covered by the occupation of the wood in rear.

NORTH WESTERN SHORES OF PERSIAN GULF (FAO TO KUWAIT).

Proceeding south west from the entrance to the Shatt-al Arab, there are two main inlets or indentations in the coast line, (i) the approach to Umm Qasr, and (ii) the Bay of Kuwait.

(i) APPROACH TO UMM QASR.

This place lies at the head of a rectangular opening of the coast line, the space so formed being occupied by Bubiyan island, with the Khor Abdullah and Khor Sabiyah inlets leading round this island to Umm Qasr. Just in front of Umm Qasr is the smaller island of Warbah.

The Khor 'Abdullah is 13 miles wide at its entrance by Ras-al-Qaid, 17½ miles long up to Warbah island and 8 miles further on to Umm Qasr.

... the following to reach Umm Qasr as north of Warbah

Warbah island could be dredged if necessary. Anchorage may be taken up anywhere in the channel, but there is a well sheltered and deep anchorage between Warbah and the mainland as Umm Qasr is approached.

Both shores of the Khor 'Abdullah are of a very low alluvial land, covered in places with reeds and grass and with shallow flats extending a long way out on both sides, more particularly from the northern shore.

A small brick barrack was constructed, but all supplies, including water, had to be brought by dhow from Fao. The post has since been removed.

The Khor Sabiyah, which separates Bubiyan from the western mainland, is about 1,000 yards wide, but is shallow, and not suitable as a means of approach to Umm Qasr.

landlocked. If the channel were dredged, a very fine harbour indeed might be made.

Umm Qasr is the name of a small creek at the head of the Khor 'Abdullah and on the banks of which the Turks constructed a small fort. North of Warbah island, the Khor 'Abdullah and Khor Sabiyah unite, forming the Khor Zubair, from which the

Umm Qasr creek here
 junct on
 water

... Arab, the other
 ... lower, going further west to within 10
 miles of Basrah and Zubair. Although, however, the depths of
 the channel in the Khor Zubair are generally good, the navigation
 is not altogether easy.

For anchorage and landing see page 109

The Umm Qasr creek itself is about 3 miles long and $\frac{1}{2}$ mile broad, with a depth of water generally of only 3 to 4 feet. The fort is situated about $\frac{1}{2}$ mile inland, but the usual landing place is at the entrance of the creek. The building is nearly square, measuring about 120 feet each way and the north face enfilades two feet from the and coping of ... are wells with a plentiful supply of water to the northward opposite the entrance to the fort at 250 yards distance, and the water used by the garrison is sweet, whether it is obtained from these wells, or elsewhere, is uncertain. No supplies are obtainable at Umm Qasr, and not even vegetables are grown; there is grazing for sheep, but not for horses. The ground in the neighbourhood is firm and gravelly.

Umm Qasr is said to be more healthy than Basrah; it is 15 miles from Safwan and 34 from Basrah; there are wells on the direct route from Zubair to Umm Qasr, but travellers between Basrah and Umm Qasr ordinarily pass through Zubair and Safwan.

For details of routes to Zubair and Safwan see Chapter VIII Routes Nos. 1 and 2, page 125 *et seq*

The country to the north and east of the Khor Zubair is marshy for several miles.

Safwan, on slightly rising ground, has wells of passable water 12 feet deep. There are a few houses and a date grove surrounded by a wall. Jabal Sanam, an isolated volcanic hill, stands 5 miles to the west.

Umm Qasr and *Safwan* constituted the southern limit of Turkish occupation as distinguished from the territory under the jurisdiction of the Shaikh of Kuwait

The political relations between the Shaikh and the Ottoman Government are mentioned in Chapter I

(ii) KUWAIT BAY AND TERRITORY

Following the coast line of the Khor Sabiyah round to Kuwait Bay or harbour there is only one spot which calls for further notice, i.e., Sabiyah (the Khor Sabiyah has been alluded to on page 34)

Sabiyah is a fortified mud enclosure belonging to the Shaikh of Kuwait, it is situated on the east bank of the Khor about 3 miles from the tip of the promontory that divides the mouth of the Khor Sabiyah from Kuwait Bay. The enceinte of the fort is about 100 yards long by 80 yards broad, and at high tide the sea approaches it very closely, in spite, however, of a rather steeply

present Shaikh of Kuwait, but the place was ruined in hostilities between Shaikh Mubarak and some of his nephews about 1899. Sabiyah is surrounded by some tamarisks, which, in approaching the place from the west, first become visible at a distance of about 5 miles.

Extent of Kuwait territory—The boundaries of the Kuwait

Shaikh of Kuwait was unquestioned up to the very walls of those places, we may accordingly consider the frontier on this side to be a line running from the Khor Sabiyah so as to pass immediately south of *Umm Qasr* and *Safwan* to *Jabal Sanam* and thence to the

Batin On the south the Turks had no station nearer to Kuwait town than Musallamryah Island, the Shaikh's boundary on the south may be considered to run westwards from Jebel Manifah on the coast to Nta and onwards to Wabrah. It is a task of great difficulty to circumscribe the Shukh's territories on the remaining sides with even approximate accuracy. Shaikh Mubarak stated (1904) that on the north west his influence reaches to the Batin and somewhat beyond it and that on the west the inhabitants of Summan, but not those of Dahana, acknowledge him and his assertion is to some extent borne out by known facts in regard to the occupation of Hafar which Ibn Rashid though at one time he seized it, was unable for long to retain. We may therefore consider that the Shukhdom is bounded between Jabal Sana'n and Hafar by the Batin and that south of Hafar the border is the line dividing Summan from Dahana as far south as the point where that line is intersected by the route from Wabrah to Riyadh. These being the limits of the Kuwait Principality its length from N N W to S S E is about 190 miles and its breadth from E N E to W S W about 160 miles.

The maritime possessions of Kuwait consist of the islands of Bubiyan, Warbah and of Failakah which with its northern and southern outliers of Mashjan and 'Auhah, is situated at the mouth of Kuwait Bay, and of the islets of Kubbar, Qaru and Umm al Maradin.

Kuwait Harbour—A remarkably fine bay some 20 miles long and 10 miles wide, stretching approximately east and west, forms an excellent and flourishing harbour. The surrounding country to the southward is low lying level and of the ordinary desert type, stretching away as far as the eye can see. The "Hill Fort" shown on the charts some $7\frac{1}{2}$ miles south east of the town of Kuwait, stands 180 feet above sea level, and is a conspicuous object when entering the bay from the sea. It is a well built square erection with towers at the corners. There is a small village to the south east of this fort on the coast, nestling among palms and other trees.

For anchorage and landing see page 110

With the exception of some sand hills immediately to the south of the town which are referred to in greater detail further on, the general character of the country along the southern

shore of the bay is the same, *i.e.*, an unbroken level plain of fairly firm whitish sand stretching away to the south and south west

After reaching its most westerly point in Dohat Kadhamah, near the head of which lies the village of Jahrah, the coast line makes an abrupt turn to the north east. Along this northern

separates the swampy island of Bubiyan from the mainland.

Along this shore a mud flat extends some distance from the beach, and increases in width to the eastward until it is nearly 5 miles in breadth opposite to Ras al Ardh.

Failakah Island, at the entrance to the bay, is about 7 miles long by 3 miles wide at its western end. It is all very low lying, its highest point being only 30 feet above sea level. There is only one village Zor, on the north west coast. The inhabitants of the island number some 500 souls. The island is unhealthy, and the water indifferent.

Kuwait Town.—The town of Kuwait lies on a small projec-

from the boat, or failing this it would be necessary to wade for a considerable distance. At high water, however, the sea washes up to the front row of houses and landing from boats, or any of the sea walls, is an easy matter. It is a remarkably clean, well built and prosperous looking town, with many solid stone houses, others being built of sun dried brick. The bazaar is broad and open, clean and busy. The town is surrounded by a low wall with towers, which, however, are not in a good condition for defence.

Outside the main gate, on the southern, or land, face, there is a large suburb of mud huts, which is the point of arrival and departure for the caravans trading between Kuwait and the interior. Here may be seen strings of camels, waiting for their loads or having just got rid of them. Here, too, the Bedouins mostly congregate, and, if armed, they are not allowed to enter the town itself, camp and transact their business. The population is estimated at approximately 35,000 souls, of whom some 50 are said to be Jews from Bushire, with a synagogue of their own.

The town is said to contain about 3,000 houses, 500 shops, 3 caravanserais, six coffee houses, three schools and four mosques, as well as numerous warehouses and stores. There are no statistics or definite data available, but the growth and prosperity of the place may, perhaps, be inferred from the fact about 30 new houses are said to be built, and 40 new shops opened, every year.

Population—The following detailed estimate of the population of Kuwait territory was furnished by Shaikh Mubarak in 1901—

Fighting men in Kuwait	.	.	19,000	
Old men and children		.	13,000	'
Women	..	..	22,000	
			<hr/>	54,000
Fighting men in the district (within 10 miles of Kuwait)	..	.	12,000	
Old men and children	..	..	9,000	
Women	..	..	14,000	
			<hr/>	35,000
Total	.	.	<hr/>	89,000

There are no means of checking these figures, least of all those referring to the districts outside Kuwait itself, which must include many wandering tribes of Bedouins, and as such must be subject to considerable fluctuations. It is possible that at the time this estimate was furnished, the numbers of persons in the town had been increased by an influx of out-

lying tribes taking refuge in Kuwait, at the approach of Ibn

by the Sultan, is
 oughly proportionate
 children, the total
 work out to between
 30,000 and 40,000, the former of which is the number usually
 considered to be approximately correct

The population is Muhammadan, Arab fashion, that is, tolerant to others and not over-rigid to themselves. The Wahabi faith is proscribed, and all the efforts of Najd have never succeeded in making one single proselyte at Kuwait.

Resources—Nothing grows near Kuwait, save grass and

best grazing grounds, much frequented by Bedouins, are those
 northern
 sign of
 north
 da from
 its trade, shipping, shipbuilding, fishing, pearl fishing, and, to
 a small extent, cattle breeding

Fishing
 the flat bee
 conspicuous
 Eastern wat
 doubt, a few
 ever become the ocean terminus for any railway such a that now
 contemplated.

Administration —The Government is patriarchal, even as the Shaikh himself is the living presentment of one's idea of the biblical patriarchs. A big dinner is prepared every day for any wanderers and strangers who may wish to share it. The one and only restriction is that arms must be left at the gate.

The Shaikh exercises political and the *qadhs* judicial functions. Punishment is rarely inflicted, and there seems to be but little governmental interference with the liberty of the subject in any respect, and to be little need for it.

No tribute is or ever has been, paid either to the Amir of Najd or to the Turkish Government. Nor is tribute exacted from other tribes. The Shaikh has a Customs Department, but no statistics are available.

Thus under a succession of common sense rulers with a policy well originated and systematically pursued, an Arab band of pirates now appear as the masters of a thriving free trade port. In December 1914, the Shaikh of Kuwait adopted a special flag of his own.

Currency The currency is cosmopolitan. As elsewhere in Arabia the Maria Theresa dollar 'real' (the value of which is about 1 rupee 8 annas) may be considered the standard medium of exchange, while Persian liras and Turkish copper coins are also in use. English sovereigns are occasionally to be found, and the Indian rupee is not despised. Bills can be obtained on Basrah, Bushra and Bombay, and also, it is said, on the capital of Najd.

Water supply —Water is obtained from the following sources —

- (i) Scattered wells south west of the town, and 4 000 to 5 000 yards E. N. E. of Bandar Shuwaikh. Most of the water for the town is got from these wells.
- (ii) Wells with abundance of water about 3 miles S. S. E. of Kuwait.
- (iii) Wells at Fas al 'Ajuzah east of the town.
- (iv) Wells at Juhrah.

The water is reported to be of indifferent quality.

Water is also obtained from the Shatt-al 'Arab, and a tank steamer has recently been acquired by the Shaikh for this purpose.

practically unknown and dysentery and ophthalmia are rare

In short, as has been rather quaintly remarked "where men commence begetting new families at 80 and die at 120 the climate cannot be considered as prematurely exhausting

Trade—The resources of Kuwait are entirely commercial port for the Jabal all as its mercantile with Trieste some

Palgrave remarks on this similarity and considered it to

advantages of this seaport as a mart are evident and lasting

Imports are chiefly cereals, piece goods, tobacco, dates, coffee, sugar exports tobacco, wheat, pearls, dates and għi

ta ning wheat, date trees lucerne tamarisk et, surrounded by

There is an old fort (in disrepair) on the western frontier of the village, as well as a new one, built by the present Shaikh, near of the south-eastern end of the village.

CLIMATE

The climate of Mesopotamia may be classed as tropical, with an excessively hot summer, during which the plains become scorched and bare

The winters are short and mild, forming the pleasantest part of the year

Corn is sown about November and December and harvested in May or June. An autumn crop of maize, harvested about December, is often raised as well

The climates of Kuwait, Fao, Basrah, and Muhammarah are very similar. Kuwait appears to be the coolest, owing to the proximity of the sea and the sandy deserts. Basrah occasionally has frost at night in January

The average heat in summer is 105 degrees in the shade extreme, 118 degrees. It is cold in winter but there is seldom any frost. The coldest time is in January. The rainy season is from December to February. The prevailing wind is from the north west called "shamal" which blows for a month at a time in the hot weather and is somewhat of a relief

The following table gives an average range of temperatures taken at Fao) —

Season.	Months	Approximate range of temperature
Winter ..	December to February, both inclusive	85° to 45°
Spring ..	March to May, both inclusive ..	105° to 65°
Summer ..	June to September, both inclusive	102° to 70°
Autumn ..	October and November both inclusive	105° to 7

Rains—Rains may fall between the middle of November and the middle of March. Total appears to vary from $3\frac{1}{2}$ " to $11\frac{1}{2}$ " at Fao, at Basrah it is about 6". There are occasional showers at all seasons. The wettest months are December, January and February.

Winds—During the first half of March and during July north west winds prevail with dry heat. From about the middle of July to the end of September the atmosphere is damp as well as hot: there is little wind from September to January. South winds may be expected in December to April, north and north west from April to September.

In September and October there are frequently fogs at night and in the early morning, especially near Fao.

mark', it is seldom absent from the towns fringing the desert. This affection, probably caused by the bite of a fly, though troublesome, is never fatal, usually lasting about a twelve month.

Basrah is said to be less unhealthy than it used to be, but it is malarious most of the year.

The winter is the most suitable time for military operations any time between October and March.

For climate of Kuwait see page 42.

'Arabistan—Rain may fall at any time between October and the middle of May; it is commonest in December.

From the beginning of October to the end of March the climate is good. During January the thermometer falls as low as 40° at Muhammarrh, and in Northern 'Arabistan it sometimes reaches freezing point (32°).

The heat during June, July, and August makes military operations during these months almost impossible. During the hot weather, especially in autumn, malaria is prevalent at Muhammarrh, but no doubt much of the sickness is due to the insanitary condition of the town. This is the case also at

Shushtar In July the thermometer sometimes reaches 110°, and at Shushtar occasionally even 120°. The nights in the neighbourhood of the Karun are generally cool.

In 1857 the troops suffered much at Muhammareh from myriads of flies by day, and from sand flies by night, but the heat was found to be less than at Bushire.

All routes in Southern 'Arabistan are almost impassable after rain, and in dry weather they are very trying owing to the sand and dust.

Both Dizful and Shushtar are too hot to allow of life under canvas being either healthy or pleasant during the hot weather. Yet the finding of a suitable hill station is difficult. The nearer hills appear to have no water at the necessary elevation while the distance to any place of the required elevation is almost prohibitive.

From Dizful Khurramabad, 4,050, is about 100 to 150 miles according to the route taken. Two places called Pahreh, 4,250', and Chahin, 4,280, where tribes camp are only 40 and 53 miles respectively. B. znni, 5,000, is 100 miles, and would be suitable from a climatic point of view.

From Shushtar, Qul'eh Bazuft, 5,300', is 110 miles. Along the Bakhtiari road, Malanur, at 80 miles, is only 2,950' and Dih Diz at 113 miles is 5,200', and yet it is deserted by its inhabitants in summer.

CHAPTER III.

POPULATION

Inhabitants —The bulk of the inhabitants consists of Arabs

the Tigris towards the Persian hills. There are many subdivisions of these tribes and also numerous other smaller tribes. The nomad Bedouins, especially the Muntafik, have been in constant conflict with Turkish rule and have hitherto supplied no soldiers to the Turkish army, in consequence of which the local units of Baghdad and Basrah were invariably considerably below the proper strength.

The Turks proper form the official classes and the ruling element of the towns. Apart from the Arabs and Turks, there are certain numbers of Chaldeans and Sabians, with some Persians and a good proportion of Jews, mainly in Baghdad itself. The Chaldeans (a Christian race who claim to be descended from the old Assyrian stock) are not encountered as a rule so far south as Baghdad, except when engaged on work on the river. They provide the crews of the river steamers.

The headquarters of the Chaldean Church is at Mosul, and there is also a considerable number of this sect at Baghdad. The French, under whose protection they are, use the Chaldean Catholics as a medium of French political influence.

The Sabians, another Christian sect numbering about 3,000, claim to be followers of John the Baptist, and are mostly located around Amarah.

The Nestorian Christians, whose headquarters appear to be at Babylon, desire the British to take more political interest in them and their Church. In fact they wish for official protection such as the Chaldeans enjoy from the French. The Persians were said in 1912 to have been anxious to offer them this facility and a section of the Nestorians was then parleying with them.

The Shi'ahs of this part have their headquarters at the celebrated shrine of Karbala. They are very hostile towards the

Russians on account of the latter's "stringent action" towards their co-religionists, &c. in Northern Persia, and therefore favour the British. Their power for action and their influence are however, very limited and they lack capable leaders.

The principal towns (with number of inhabitants or houses Chief to shown in brackets) are —

Baghdad (145 000)	Nasiriyah (10 000)
Karbala (65,000)	Shatrat al Muntafik (500 houses).
Basrah (60 000)	Musayyib (6 000)
Hillah (30,000)	Qurnah (5 000)
Najaf (12 000)	Kut al Amarah (4 000)
'Amarah (10,000)	Diwaniyah, Samawah, Rumaithah (500 houses)
Zubair (1,500)	

Basrah —The population of Basrah, including suburbs numbers 60,000, mostly composed of sedentary Arabs. There are some Europeans and Indians, about 3,000 Persians and 1,000 Jews.

Zubair —The population of Zubair is virtually all Sunni Muhammadan as is natural in a place which holds the tomb of Zubair, arch rebel against 'Ali and killed here in fighting against him. Many notables and land owners of the Basrah neighbourhood have country houses at Zubair, to which they retire in the hot weather in quest of a drier atmosphere, and some important families of Central Arabian origin are also located here.

* *Mihammarah*. —The population of Muhammarah amounts to 23 000, and that of the neighbouring district of Fallalveh (Arabistan) to 45 000. Arabistan is potentially one of the richest provinces of Persia but the country lacks the population necessary to develop its great agricultural resources.

ARAB TRIBES.

BAWARIH

* *Singular Lawi*. A large and powerful Arab tribe of Southern Arabistan. They claim descent from Muhalhal, an Arab hero.

and consider their ancestry superior to that of the Ka'ab. The Bawiyeh number perhaps 20,000 souls and occupy along with certain small tribes dependent on them the whole of the region between the Jarrahi on the east and the Karun on the west from the confluence of the Haddam with the Gargar in the north to 'Alī ibn al Husain or even Marid on the Karun in the south. A few are found also on the right bank of the Karun. The tribe are mostly nomads living in tents and owning large flocks and herds, but on the Karun they possess the permanent villages of Kut 'Abdullah, Kut Sayyid Salih, Kut al 'Amareh, Umm at Tamair and Ghazzawiyeh also the more than temporary settlements of Kut Sayyid Salih, Kut Sayyid 'Anayeh and Moran. The residence of the chief Shaikh, at present Husain bin 'Alī whose father died at an advanced age in 1907, is at Kut al 'Amareh where he has a fort and house. The number of settled Bawiyeh is probably about 1,500 souls as against 18,500 who are nomads. It would appear that the Bawiyeh have 2,710 fighting men of whom 920 are mounted on horses (or rather mares) and 800 are armed with rifles, but in practice they seem unable to put as many as 2,000 warriors in the field, on the other hand the estimated fighting strength appears small in proportion to the alleged total number of the tribe.

It is affirmed that the Bawiyeh as a whole pay annual revenue to the Shaikh of Muhammareh through their own Shaikh, but that certain sections are exempt and even receive allowances.

KA'AB

Pronounced Cha'ab, the singular is Ka'abi (Cha'abi). The Ka'ab are the largest and most important tribe of Southern 'Arabistan, they are Arabs, but at the present day they are to some extent Persianised.

Distribution.—The Ka'ab form almost the entire population of the Tallahyeh District, which is their headquarters, and they also occupy the greater part of 'Abbadan island, especially towards its lower end. A few occur in the Haffar tract on the right bank of the Karun in the Muhammareh District, and some on the left bank of the Bahmanshir. Ka'ab are found in considerable numbers in the Jarrahi District where they occupy the river bank villages of Khar Farah, Bunwar, Bunwar Rizaq

Maksar, Maksar 'Atiqeh, Suwareh, Kurdunlyeh, Maqtu' Fauqani, Haskeh, Maqtu' Hadrani, Khamzeh, Sidaureh, Saraimeh, Dob-al Mir, Tuwaiqiyyeh and Qarqar, and have settlements in the interior at Dauweh, 'Aquleh, Hor Trawaishud, Idaideh, Abu Sauleh, Khalafiyat, Hamad and Haji Asghayar and they spread northward into the Ahwaz District at Banneh and Shakbeh the tribe is represented also at Cham Sha abani, Gharabi Kuchik
 and colo-
 Persia
 are
 some

immigrant Ka'ab are settled at Fao

Sub-divisions and numbers—The structure of the Ka'ab tribe has been carefully investigated, but the results elicited are conflicting even as regards main divisions and sub divisions. The ordinary tribesman has no ideas whatever on the subject of the composition of this tribe and the theories which are entertained by intelligent individuals here and there do not command general acceptance. One fact stands out clearly, that the tribe consists partly of original and partly of adscititious families and groups, the divisional name *Dris* being closely associated with the former, and that of *Khanafireh* with the latter of these two classes. The more minute classification of the Ka'ab depends not on blood relationship but on political accidents, for the name of a headman's family or section is generally extended to include all who find (or place) themselves under his authority, it follows that there are many semi-obsolete names, as well as aliases both exact and partial.

The *Dawariqueh* are stated to be an aboriginal race distributed among the various branches of the Ka'ab as herdsmen and almost as serfs. It should be added that only the *Dris* and *Nassar* divisions are universally regarded as true Ka'ab, the *Khanafireh* and *Muqaddam* are frequently described not as Ka'ab but as *Tawail*, that is "(dependent) tribes". There are said to be other adscititious Ka'ab also who are not included among either the *Khanafireh* or the *Muqaddam*.

This is the system of classification of the Ka'ab which seems to be the most worthy of adoption out of two or three that have been propounded; but in order to exemplify the discrepancy

of opinion which exist another is now added in brief It is as follows —

I Dris	III Khanafireh
(fighting strength 6,000 men).	(fighting strength 3,000 men)
1. Dris	1 Hamdi (Al Bu).
2 Nasir (Al Bu)	2. Kawamul.
3 Nassar	3 Shwardiyeh
II Muqaddam	IV Hazbeh
(fighting strength 1,100 men)	(fighting strength 3,000 men)
1 Is haq	1 Ghuwainum (Al Bu)
2 Mayyah	2 Hazbeh.
3 Muqaddam	3 La'ateh (Al Bu)

The total strength of the Ka'ab tribe is, and must be largely a matter of conjecture, but, the number of fighting men is estimated at 15,722 as below —

Dris	{ 'Asavireh	.	4,750
	Ghubaish (Al Bu)	.	3,042
	Nassar	.	1,200
Khanafireh	..	..	4,680
Muquddam	..	..	2,050
			<hr/>
Total	..	.	16,722
			<hr/>

According to the principle on which fighting strength is usually calculated the figures given would represent a total of about 55,000 souls, a number which is not patently either in excess or in defect These statistics do not include the Ka'ab colonies outside Southern 'Arabistan nor those of the Hindiyan District the members of the latter, in number about 1,500 mostly belong to a section called Sha'aban—not shown in any classification table of the tribe that has been obtained.

Arms—It may be added here that a large number of long barrelled muzzle loaders are still seen among the Ka'ab and that

almost every fighting man of the Dris and Khanafireh divisions is armed either with one of these or with a superior weapon.

Religion and life—The Ka'ab like all the other tribes of Southern Arabistan are Muhammadans of the Shi'ah persuasion. They cannot, except in a few places, be described as altogether settled nor on the other hand are any considerable proportion of them truly Bedouin. The bulk of the tribe are now in that stage of development, intermediate between nomadism and fixity which is typified by the huts—less removeable than tents and more easily abandoned than houses—in which they dwell. In out of the way tracts like Shatut the Ka'ab are still very primitive in their ideas and habits, and in some places a tradition as
 ings for money lingers
 is Indo Afghan frontier
 en in a state of nudity,
 rise to embarrassment

among themselves when rivers have to be crossed by swimming. Where the Ka'ab possess arable lands they cultivate wheat, barley and rice, where pasture exists they own buffaloes, cattle, sheep, goats and even donkeys, in the marshes they move about in light canoes catching fish and snaring or shooting wild fowl. at Fallahuyeh town they are otherwise noted as the manufacturers of very fine and light woollen 'abas for summer wear.

Origin, history and political position—The Ka'ab claim to be 'Awamir or Bani 'Amir, descended from a certain Ka'ab bin Rabi bin 'Amir who was himself they say, the 23th in descent from Ismael. It is stated that the original home of the Ka'ab was in Najd and that some of the tribe are still to be found there at a place called Bishauraniyah; all efforts to identify this locality have, however, up to the present, been unsuccessful. According to the tribal tradition the majority of the descendants of Ka'ab eventually established themselves in North Africa; but Nassar and Dris, the legendary progenitors of the Ka'ab of Southern Arabistan made their way from Najd to Doraq and occupied it after expelling some other Arab tribes and some Afshar or 'Aushar Turks whom they found in possession. The date of these events is not known. Early
 Ka'ab
 when a
 as it
 was when styled. Another old settlement of the Ka'ab, since

abandoned, was Sablah or Sabalah—, it stood on the right bank of the Karun river, opposite to the island of Dair and the Marid creek. The history of the Ka'ab tribes in the eighteenth and nineteenth centuries is a part of that of 'Arabistan, which is related at length elsewhere. Here it is enough to add that shortly after 1775 the jurisdiction of the Ka'ab chiefs seems to have

Muhammareh.

The divisional Shaikhs have no political power, the most important among them are Shaikh Riza'y of the Al Bu Ghubaish (Bait Hilayil), who is in charge of Buziyeh and lives there, Shaikh 'Abud, the head of the Khanafireh, Shaikh Musa of the 'Asakirch, and Shaikh Sultan of the Muqaddam, who is at present (1908) in jail.

KHAZA'IL.

A considerable Arab tribe in Turkish 'Iraq: their country stretches approximately from Kufah to Samawah through the intervening marshes and includes a portion of the adjoining Shamiyah Desert: the settled members of the tribe are chiefly in the Qadha of Samawah. The Khaza'il are all Shi'ahs and are divided into Mu'allim,—Al Bu Hasan,—and Lamlum—, and one of their smaller sections is known as the Bani 'Aridh—. They are a strong and warlike body but not naturally pugnacious. Those who inhabit the desert are horsemen and well mounted: those on the rivers and marshes depend for locomotion, both in peace and war, upon their *mashhu/s* or canoes. The agricultural part of the tribe cultivate rice, barley and wheat, sheep,

the 'Anizah and Northern Shammar, towards whom they are not well disposed, when camping in their territory.

LAM (BANI)

A very numerous and important Arab tribe found chiefly in Turkish 'Iraq, but also, to some extent, in Persian 'Arabistan.

Territory—The Banī Lam country proper is the plain between the Persian hills (or Pahlā Kuh) and the left bank of the Tigris river from a point opposite Shaikh Sa'ād dīn to 'Amarah town. In 'Iraq however, parties of the tribe are found as far to the west and north as Basrah, Zuhrah and even Mandah, while in 'Arabistan their ordinary limit is the Karbēh river between Pāi Pāl on the north and the Hawrah district on the south, but they sometimes range as far as the Shahr river especially below Kharābād. A detached coterie of the Lawāmi section even exists beyond the Karun, on the Vāh at a few miles southeast of Nāmīrah but they have not now any apparent political connection with the main body of the tribe, and there is another still more distant, at the village of Mīshābeh in the Rāmī district.

In 'Iraq both banks of the Tigris above the country of the Banī Lam are inhabited by the Banī Rabī'ah, and below by the Al Bu Muhammad. On the south west the Banī Lam are in contact with the Muntafik, and on the north-east they are adjoined by the Fāsi Lurs with some or other of whose sections they are generally at feud. The tribal centre is in the Qadha of Dīwānj where Ghadhban bin Banāwah, the chief Shaikh, has his residence in a tract known as Shamāriyah, and the dealings of the tribe are mostly with 'Amarah town and 'Al-al-Gharbi upon the Tigris.

Divisions and numbers—The Banī Lam consist of numerous sections which have not generally, it is said, separate habitats, but live interspersed. The chief Shaikh belongs to the Rāsi division. Part of the Sagwand division of the Western Lurs is at present regarded, notwithstanding the difference of race, as connected with the Banī Lam. The former have friendly relations with Shaikh Mushattat of the Sarkhah section of the Banī Lam which is not, however, of very much importance.

The number of fighting men of the tribe in 'Arabistan is approximately 8,000 and from a comparison of various discrepant accounts their military strength in 'Iraq would seem to be about 10,000. In view however of the indefiniteness of the Turco-Persian boundary and of the mobility of some of the sections of the Banī Lam it is probable that the two estimates to a great extent overlap consequently it is not necessary to estimate the fighting strength of the tribe at more than 15,000 men or their total number at more than 45,000 souls.

Mode of life and resources — Except the Kinnarah division, who (except those settled at Mirbachieh) are entirely pastoral in their habits, the majority of all sections of the Bani Lam are agricultural and live by growing cereals. The tribe as a whole have not yet, however, abandoned the nomad life, for neither houses nor huts but only hair tents are found among them, and they migrate towards the hills in the cold weather and are on the move from February to June.

Wheat, barley, oats, maize, millet, mash and lentils are

sheep, and donkeys and supply most of the ghā for which 'Amarah town is famous. The livestock of the Zigharib sub division is said to consist exclusively of buffaloes, and the Ka'ab Bait 'Amir are also among the buffalo owning sections. The number of horses possessed by that portion of the tribe which is connected with 'Arabistan rather than with 'Iraq has been estimated at 1,500 and that of their camels at 3 000.

Political position and military importance — The Bani Lam are, with a few exceptions, Shi'ahs, by some of them Persian is spoken as well as Arabic, but they are not to any appreciable extent bilingual. Blood feuds are rigorously prosecuted both within the tribe and against outsiders. The tribe, as a whole,

described as "notoriously rich and brave, but a rude and violent savage without the experience or the moderation that age gives", he used to have a good understanding with the Shaikh of Muhammareh, but it came to an end and in 1914 he joined the Turks and advanced to attack the Shaikh's territory.

are probably the largest, the most powerful and the richest tribe next to the Muntafik, the land assessment of the Banī Lam is one

In both countries the Banī Lam are noted for their predatory

beries Their plunder from Turkish territory is disposed of in Persia and vice versa. In 'Arabistan it is the Khasraj division who give the most trouble, they attacked the "Shushan" steamer in April 1904, and in the summer of 1905 parties of them infested the neighbourhood of Nasir and were not driven away without difficulty. The Kananah also are said to raid in the Dizful district. Gangs of Banī Lam and Lur robbers sometimes come in conflict with one another in the instances known victory has generally remained with the Lurs. The Banī Lam are

MALIK (BANI).

Generally pronounced Banī Malich an Arab tribe of Turkish 'Iraq not very numerous but somewhat widely disseminated.

On the Tigris the Banī Malik are found between 'Azair and Qurnah village, but here, on either side of the river, the marshes behind them are tenanted by the Ma'adan (see Al Bu Muham mad page 58) and they are confined to the neighbourhood of the actual banks. On the Euphrates they occur at various places

Mode of life and resources—Except the Kinnah division, who (except those settled at Marbachli) are entirely pastoral in their habits, the majority of all sections of the Banī Lam are agricultural and live by growing cereals. The tribe as a whole have not yet, however, abandoned the nomad life, for neither houses nor huts but only hair tents are found among them, and they migrate towards the hills in the cold weather and are on the move from February to June.

Wheat, barley, oats, maize, millet, mash and lentils are

said, a monopoly of the tribe. They have also buffaloes, cattle, sheep, and donkeys and supply most of the ghi for which 'Amarah town is famous. The livestock of the Zighaib sub division is said to consist exclusively of buffaloes, and the Ka'ab Bait 'Amir are also among the buffalo owning sections. The number of horses possessed by that portion of the tribe which is connected with 'Arabistan rather than with 'Iraq has been estimated at 1,500 and that of their camels at 3,000.

Political position and military importance—The Banī Lam are, with a few exceptions, Shi'ahs, by some of them Persian is spoken as well as Arabic, but they are not to any appreciable extent bilingual. Blood feuds are rigorously prosecuted both within the tribe and against outsiders. The tribe, as a whole,

savage without the experience or the moderation that age gives", he used to have a good understanding with the Shaikh of Mu hammarch, but it came to an end and in 1914 he joined the Turks and advanced to attack the Shaikh's territory.

On the Turkish side of the border the Banī Lam are generally quiet, but the Ottoman Government does not put much pressure on them; and though the revenue collector is treated with outward respect he does not always succeed in recovering the demand in full. In Persia the Banī Lam give much trouble to the authorities and seldom pay any revenue. In 'Iraq, where they

are probably the largest, the most powerful and the richest tribe next to the Muntafik the land assessment of the Banī Lam is one tenth to one fifth in kind of agricultural produce and they are also subject to a trifling annual tax in cash per head of livestock. these impost^s are generally farmed out to the Shaikhs of the tribe, who collect as much as they can.

In both countries the Banī Lam are noted for their predatory tendencies but in reality the greater part of the tribe lead a peaceful and respectable life. The proceedings of the Hawkas minority are said, however, to be connived at by the Shaikhs, who even accept a one fifth share in the proceeds of their raids and robberies. Their plunder from Turkish territory is disposed of in Persia and vice versa. In 'Arabistan it is the Khasraj division who give the most trouble, they attacked the 'Shushan' steamer in April 1904 and in the summer of 1905 parties of them infested the neighbourhood of Nasir and were not driven away without difficulty. The Kinanah also are said to raid in the Dizful district. Gangs of Banī Lam and Lur robbers sometimes

are known to be in the neighbourhood of the Persian coast and are said to be about equal. It is estimated that on the Persian side about one third of the fighting men are mounted and two thirds are armed with rifles, on the Turkish side the proportion of mounted and unmounted men is said to be about equal.

MALIK (BANİ).

Generally pronounced Banī Malih an Arab tribe of Turkish 'Iraq not very numerous but somewhat widely disseminated.

On the Tigris the Banī Malik are found between 'Azair and Qurnah village, but here, on either side of the river, the marshes behind them are tenanted by the Ma'adan (see Al Bu Muhammad page 58) and they are confined to the neighbourhood of the

cultivate the soil in the Hawizeh District of Persia and whose Shaikhs in summer make their appearance at Harthah, Abul Khasab and Di'aji upon the Shatt-al 'Arab.

In religion the Banī Malik are Shi'ahs. Their habitations are huts, their crops are wheat, barley and maize, they are cattle-owners, but they have no horses, camels or sheep. The tribe are now well armed with Martini rifles. The Banī Malik above Qurnah appear to be subject to the chiefs of the Muntafik.

MUHAISIN.

A powerful Arab tribe of which the ruling Shaikh of Muhammarah is the head in Southern 'Arabistan.

Distribution—The headquarters of the tribe are in Persian territory, and a majority of the Muhaisin are probably Persian subjects, but they also occur in large, and perhaps not much inferior numbers in Turkish 'Iraq.

Chimaiyan, Qajariyeh, Drisiyeh, Nathareh, and Salahiawiyeh, but of these only Milaihan, Ismaili and Qajariyeh are occupied at other seasons than those of cereal cultivation.

In Turkish 'Iraq the Muhaisin are settled upon the Shatt-al-'Arab, chiefly below Basrah, their principal places on the left bank being Mohiyah, Kut Ghadiban, Kut ash Shaikh, Kut

Divisions and numbers—The Muhaisin in Turkish 'Iraq appear to belong almost entirely to the Bait Kana'an section.

The fighting strength of the Muhaisin proper in Persian territory would appear to be about 6,000, and the present Shaikh

of Muhammareh estimates it at double that number, but a computation by settlements gives the total number of Muhaisin in Persia as about 12 000 souls only. It is estimated that about two thirds of the fighting men of the tribe are armed with rifles and that about one sixth of the total muster are provided with horses.

Mode of life and character—The Muhaisin in Persia are a settled but not altogether a sedentary tribe having their permanent headquarters in the Muhammareh District at their homes they are cultivators of dates, but they also grow wheat and barley upon both banks of the Karun as far up as Moran and even in the vicinity of Wasa. Their custom is to leave the Muhammareh neighbourhood in November for their grain lands on the Karun in February after sowing these, they return to Muhammareh to fertilise their dates in May they visit the Karun to reap their crops of wheat and barley, in June or July they reappear at Muhammareh in expectation of the date harvest, which begins at the middle of July. The Muhaisin own many sheep and goats, some cattle and a few buffaloes, when they return from the Ahwaz to the Muhammareh District they leave part of their flocks in charge of section of the Bawijeh tribe. In religion, except some of the Bait Ghanim, who are Sunnis, the Muhaisin are all Shi'ah Muhammadans. They are described as a cheerful and lazy race, thoroughly amenable to tribal custom and authority.

Origin, history and political position—The Muhaisin are said to be descended from a certain man whose name was Muhaisin and from his son in law Kasib (pronounced Chasib). Tradition represents these individuals as belonging to a tribe of the Muhammareh District whom the encroachments of their neighbours the Ka'ab, compelled to emigrate and to settle on the Tigris under the name of Al Husain Pasha. Muhaisin and Kasib however have no ancestral land near the site of the present town.

The later authentic history of the Muhaisin is included in that of Arabistan. Here it is enough to observe that on the conclu-

nominee of the Ka'ab Shaikh. Shortly afterwards, the Shaikh of the Ka'ab having been deported to Tehran the Fallahiyeh District was placed in charge of his Muhaisin rival, and except during one short interval from 1860 to 1862 the heads of the Ka'ab tribe have ever since been in subordination to the Shaikh of the Muhaisin, or as he is now generally called the Shaikh of Muhammarch.* At the present time the Muhaisin, in consequence of the authority wielded by their head over all the districts of Southern Arabistan may be regarded though still outnumbered by the Ka'ab, as the paramount tribe in all that region.

MUHAMMAD (AL BU)

A largely but socially inferior and possibly non Arab tribe located partly in Turkish Iraq and partly in Persian Arabistan. They are
 M'ed
 versu
 tribes

Distribution—From 'Am r h down to Azar the Al Bu

quarters are Gh bishuyah—near Suq ash Shuyukh the Suweib creek on the left bank of the Shatt al 'Arab. Burm t 'Ali on the right bank some miles above Basrah town and parts of the Kut al Amrah Q dhr. One of their principal settlements is Maj r al K b r and Q l t Salih is their chief market town. Wandering M'ed n, members of this tribe, appear with their buffaloes etc etc in seasons with Muhamm r h and F r b h y h Districts of Southern Arabistan.

Divisions—The sub divisions of the Al Bu Muhammad are said to be "innumerable as worms" but none of them are well enough known to deserve mention, and no estimate of the total strength of the tribe is possible.

Mode of life and social matters—The Al Bu Muhammad all live in reed huts, and within the limits of the tribal territory

*The 'Shaikh' it is said now sometimes describes himself as 'Shaikh of the Ka'ab

Numbers of them are perpetually on the move, engaged in fishing and shooting, nevertheless they may be regarded as a settled tribe. Their principal occupation is the breeding of buffaloes of which they possess enormous herds, and of cattle. Syrian purchasers sometimes obtain as many as 2,000 to 3,000 head of stock from them at one time. They have no sheep or camels, and their horses are few and inferior. Their principal crops are rice, maize and mash grown on lands reclaimed from the swamps. A curious feature of the tribe is a custom of congregating in spring with their immense herds of buffaloes on the grazing lands nearest to Amrah town and not less remarkable are the vast number of bitumen covered *maskahs* which they keep for the navigation of the marshes and their skill in handling these light craft.

The Al Bu Mshammad are Shi'ah Muhammadans except a few who are Sunnis, but they are despised by the neighbouring Arab tribes who refuse them their daughters in marriage and allege as evidences of their inferiority their intermarriage with Persian tribes the presence of Persians settled in their midst, and their own principal occupation as herdsmen of buffaloes. The women of this tribe are accounted handsome and do not veil their faces. It is said that the Shukhs of the Al Bu Muhammad and the Baiyids who live among them enjoy far more latitude than the Quran permits in regard to the number of their wives.

Arms and political position — The Al Bu Mshammad, down to

MUNTAHAK

The largest and most powerful Arab tribe in Turkish Iraq

at some time displaced by the Muhajirun some of them how

the Muhajirun from Baghdad and Basra intervened between them and the Tigris bank from Kut al Amarah to Azair. It follows that the bulk of the tribe were under the Government of Basrah and comparatively few under that of Baghdad. The chief towns in the Muntafik country are Suq ash Shuyukh, Shatrat al Muntafik and Nasuriyah, and the tribe also frequent the town of Samawah.

Divisions—No estimate of the number of the Muntafik is possible and their subdivisions are innumerable but they are sometimes classified under the three heads of Ajwad, Banu Sa'id or Sa'ad and Banu Malik, of these the first are predominant in the Euphrates Valley above Hammar, the second are chiefly found upon the Tigris and Shatt al Arab and have their centre about Qurnah and the third which are not very numerous widely disseminated being found on the Euphrates, Tigris and in the Hawizeh district.

The Muntafik are not a united tribe but are divided into three main groups.

sense occasionally separate themselves from the general body and this is considered to be the position at present of the Banu Malik and in a lesser degree of the Ajwad. Various client tribes

..

Mode of life—A large part of the Muntafik tribe is still bedouin but the remainder inhabit tents, reed huts, villages and even towns, cultivate the land, grow dates, and breed sheep, cattle, buffaloes and camels, many however even those who belong to the settled pastoral sections rove the desert in spring with their flocks and herds for the sake of the grazing. The Muntafik women do not veil their faces.

Religion and political position—The tribesmen generally are Shi'ah but the ruling Shaikhs and their sub division, called the Sa'idum are Sunnah.

The Sa'idun are said to have come from Mecca not quite 500 years ago, and their authority over the tribe was unlimited till about 20 years since, when the Turks removed the Shaikh of the day from the official headship. Some of the desert sections still ignore the Turkish Government and obey no orders but those of the Sa'idun. The Muntafik are at enmity with the Bani Rabi'ah and with the Northern Shammar. In war they carry swords and lances, and they are well armed with rifles, chiefly Martini, a large proportion of their mounted men are camel riders. (See also page 85.)

RABI'AH (BANI)

A strong and well to do Arab tribe in Turkish Iraq

Territory—The Bani Rabi'ah inhabit both sides of the Tigris in the neighbourhood of Kut al Amarah on the left bank their territory extends from opposite Bghailah to Kut al Amarah and on the right bank from Bghailah to Shukh Sa'ad with a depth in either case of 20 to 25 miles from the river. They are also found sporadically in other places, as for example at Mahimudiyah on the route between Baghdad and Karbala.

Divisions and number—The principal divisions of the Bani Rabi'ah are the Amarah the largest of the clans and the one
the right bank of
the Maiyrah in the
of the Shatt al

Khammas—upon the left bank of the Tigris. A section called Karaush are found chiefly in the Kut al Amarah Qadha; the most important of their sub-sections are (1) the Kawam who are found on the left bank of the Tigris between Kut al Amarah town and occur also in the Kadhimain Qadha and (2) the Bani Tanim who are represented as Saiyids by the other Bani Rabi'ah and wear their hair long, they engage in agriculture and also in robbery, and some of them are considered to belong to the Bani Lam rather than to the Bani Rabi'ah. There is also a predatory section called Kinanah every member of which owns a breech-loading rifle.

In number the Bani Rabi'ah are inferior to the Muntafik and the Bani Lam but no exact estimate is possible.

Religion and life — All the Bani Rabi'ah, with the exception of the Kawam, are Shi'ahs by religion and live in tents; they both cultivate themselves and employ others to cultivate for them, their chief crops are wheat and barley they possess many sheep, cattle, horses, and camels.

Military strength and political position — About one fourth of the fighting strength of the tribe are horsemen and are well mounted. A proportion of old fashioned firearms is still carried by the Bani Rabi'ah, who are in fact on the border line between the well-armed tribes of Lower and the worse armed tribes of Upper Iraq.

As revenue to the Turkish Government the Bani Rabi'ah pay one fifth produce on account of lands classified as easily irrigable, and one tenth for those which are only irrigable with difficulty. there is also a tent tax of 3 Majdis a year, but it is not rigorously collected.

SALIH (BANI)

A large and strong Arab tribe of the Hawizeh district in Southern 'Arabistan, amounting to perhaps 15,000 souls. Their seat is at Salih, about 100 miles, bounded west it. The tribe on and about 3,000 marshes, move of the otmen, the tribe

is Shi'ah in religion

TUPUF (BANI)

A large and powerful Arab tribe in the Hawizeh district of Southern 'Arabistan, numbering some 20,000 souls and occupying the whole of the country watered by the Karleh below Kut Nahr Hashim, including the marshes. The seat is at Al Pu 'Adhar, is at stream several hours from there is a bazaar of

A colony of the Banī Turuf has recently been planted by the Shaikh of Muhammareh on the Khaz'rih canal in the Trillahtyeh district, and by some the indigenous inhabitants of Ma'har are believed to be of Banī Turuf extraction.

The Banī Turuf are Shi'ahs. They live in huts made of mats reeds and grass and they subsist chiefly by agriculture, but are also stock breeders: rice is their staple crop, some wheat and barley are also cultivated by them and they are said to own 20 000 head of buffaloes and cattle, but no sheep. They export large quantities of rice and hides to Amrah and Hawrah, and send *ghis* by direct caravan to Muhammareh and Basrah. Piece goods, sugar and coffee they obtain principally from Amrah, but their tobacco comes from Shushtar.

The Banī Turuf fall into two main divisions, the Bait Sa'id and the Bait Sayyid and can muster about 5 000 fighting men, of whom two thirds possess rifles but only some 50 men, belonging to the families of the Shaikhs, are mounted.

The Banī Turuf have from time to time resisted the authority of the Shaikh of Muhammareh in the Hawrah district, but without much success. They are generally characterised as thieves and robbers.

ZUBAID

A numerous and widely distributed Arab tribe in Turkish Iraq: their territory covers the whole of Mesopotamia from Baghdad city and Musayyib on the north to Bghailah and the Dagharah marshes on the south.

With the exception of the Banī 'Ajail and 'Azzah (or some of those sections) who are Sunnis, the whole Zubaid tribe is Shi'ah. They dwell in the usual black tents, or at best in huts; they are agriculturists, cultivating wheat, barley, rice and maize, but not sesame, and they breed horses, camels, cattle, and sheep, but no buffaloes.

The Zubaid are not as yet particularly well armed with rifles. They are politically allied with the Dilaim and have a standing feud with the Northern Shammar. Their recognised chief at the present time is Rashid Raig who lives 10 or 12 miles west of Suwarah.

LANGUAGE

The most generally spoken language in Mesopotamia is Arabic. The Turkish officials spoke Turkish and some of them French in addition. Hindustani and English are little understood. Persian is spoken.

THE MUHAMMADAN RELIGION

The cardinal doctrine of the Muhammadan religion, which is called 'Islam' (literally 'submission to God'), is pure theism, formulated in the words 'There is but one God.' It also accepts the divine missions of Moses, Christ, and Muhammad.

A final judgment, an after state, a heaven and hell, good and bad spirits, and guardian angels are amongst the tenets of the religion, which inculcates also the virtues of almsgiving, truth, sobriety, and mercy to animals. Its rites include punctilious and ceremonious prayer, ablutions, circumcision, pilgrimage, and abstinence from alcoholic drinks.

The holy book of the Muhammadans is the Koran, which is written in Arabic and was compiled from the sayings of the Prophet. It embodies portions of the Old and New Testaments. Both Christians and Jews are considered as possessing the scriptures, and are called by Moslems "People of the Book."

Of lesser importance than the Koran, but also much venerated, are the "Sunnat", or traditions of the faith.

Muhammadans are divided into two main sects—Sunnis and Shi'ahs. Of these the former are generally regarded as the Orthodox party.

The Sunnis acknowledge the succession of the first four Khalifas, Abu Bakr, Omar, Othman, and 'Ali, as rightful successors of Muhammad, and the subsequent Khalifas down to the present Turkish Sultan. These are all considered to have inherited the spiritual and temporal supremacy bequeathed by the Prophet.

The Shi'ahs, who are held to be heretics by the Sunnis, deny the first four Khalifas and the present succession. They recognize as the first true Imam 'Ali, who married the Prophet's

daughter, Fatimah, and had two sons, Hassan and Husam. These two, early in the history of Islam, took up arms against the reigning Khalifah and were defeated in battle, their dynasty soon ceased to exist.

The Shi'ahs now acknowledge no spiritual head, but look for the re-appearance of Imam al Mahdi. Their chief temporal prince is the Shah of Persia. In distinction to the Sunnis, who hold that truth can only be found in tradition, they maintain that certain learned doctors have a right to use their judgment.

A third section of Muhammadans are the Wahabys, who are generally akin to the Sunnis, but are reformers of a puritan type. They inhabit Central Arabia.

A fourth division are the Moors, who are otherwise Sunnis, but regard their own Sultan as Khalifah.

All the chief centres of Islam i.e., Mecca, Medina, Constantinople, Damascus, Baghdad, Cairo, Delhi, Kabul and Bokhara, are thus Sunni. The main places of pilgrimage for the Sunnis are Mecca and Medina in Western Arabia, while the Shi'ahs holy cities are Karbala, to the south of Baghdad, and Meshed, in north-east Persia.

The Hajj, usually so called, is the Sunni pilgrimage from Constantinople and Cairo to Mecca. But many thousands of Persians and Indians go yearly to Karbala, and some, though far fewer, to Mecca.

The Muhammadan religion in Turkey differs from most other faiths in having no regular priesthood. The Ulama or 'learned', were originally no more than a body of interpreters of the Koran. But as the Koran contains not only the ecclesiastical but also the secular law, this body soon came to exercise a considerable influence in the councils of the state. This influence has almost invariably been exerted in a spirit hostile to Christianity and to general progress. The head of the Ulama is the Shaikh ul Islam an official who, in certain matters of doctrine, wields a power equal to that of the Sultan himself.

Another potentate of great local power is the Grand of Mecca who is the head of the Qorash tribe,

guardian of the holy places, and the feudal chief of half the tribes of Arabia.

The Sultan, however, is the Khalifah or accepted spiritual head of Islam, as well as the temporal sovereign of Turkey, and his position and prestige throughout the Muhammadan world are indissolubly bound up with the Khalifate, which itself largely depends on the possession of the holy places in Arabia.

CHAPTER IV.

RESOURCES.

WATER.

Kuwait — See page 41.

Umm Qasr — There are three small wells of brackish water in the Turkish fort about 8 feet deep. It is reported that there are other wells ' with a plentiful supply ' about 250 yards to the north of the fort. The level of fresh water, which is only slightly brackish, is said to be only 8 feet below the surface. It would probably be advisable to arrange to supplement the water supply from ships, for any body of troops exceeding two battalions.

Fao — At the Fao telegraph station there are seven tanks, each with a capacity of 400 gallons. Drinking water is also obtained from the Shatt al 'Arab.

Basrah — Best water is from the open stream of the Shatt-al 'Arab, but this is not very wholesome owing to drainage from swampy areas. The water from the 'Ashar canal is drunk by the poorer classes, but as they use the canal as "wash tub, bath, dust bin and cess pool," it had better be avoided.

Norton tube wells would be useful at any camps away from the river, and their use was recommended after the 1857 expedition. Watering animals in the river is difficult, as the banks shelve and after the fall of the tide near Muhammarch a large extent of muddy bank is exposed. To obviate this difficulty pumps, with a length of pipe to run the water into troughs, should be taken.

Baghdad — In some quarters of the town water is laid on by pipes from the Tigris, the water is pumped up by an oil engine, but no attempt is made to filter it, and the silt is not even allowed to settle. In other parts of the town water is provided by carriers.

Many houses have private wells, but the water in these is not sweet and not suitable for drinking, the level in the wells varies with the level of the Tigris.

In 1911 estimates were being prepared to provide the town with a proper water supply

For water supply of towns along the Tigris and Euphrates see pages 26 to 30, and also Routes in Chapter VIII (See p 123)

'Arabistan—The water of the Karun, Diz, and Jarrahi rivers is good and sweet, there is therefore no difficulty about scarcity of water at Muhammareh, Ahwaz, or Shushtar, or any where on the routes connecting these places. (See pages 167 to 178)

On the cross route Maksar to Ahwaz water is scarce

At Ramuz water is good and plentiful

See note regarding Norton tube wells under Basrah

Muhammareh.—At Muhammareh the water of the Karun river (i. e., the Hafar canal or Bahmanshir canal) is considered to be better than that of the Shatt al Arab, while both are better than the water of the irrigation canals which take off from the rivers. Wells at Muhammarch only contain brackish water. In 1857 water tapped at a depth of 23 feet, one mile inland, was also found to be brackish.

Bandar Ma'shur—At Bandar Ma'shur water is rather scarce and some of it is not good. It consists of the following—

- (a) An open tank, to the east of the town, upon which the townspeople depend for 8 months of the year
- (b) Many small wells in the town with brackish and unhealthy water
- (c) An underground cistern west of the town with excellent water, kept as a reserve
- (d) The river Jarrahi with excellent water, but about 15 miles distant

SUPPLIES

General—There is comparatively little production in this region generally. Dates form the main article of export. The

was 15,000 tons

Supplies in 'Arabistan —Wheat and barley are exported in large quantities from 'Arabistan, during the summer and autumn. Rice is imported from Hindiyan and I Allahiyeh to Muhammareh, where there are large stocks in the bazaar. Dates are the staple food of the country.

The districts affording the best supplies are the banks of the Karun river especially above Ahwaz, Shushtar, Dizful, Fallahiyeh, Hindiyan and Ramuz. These could provide sufficient grain for the needs of at least one division. Shushtar alone, which also has many water mills, could probably supply the needs of one division for several months. Ahwaz could probably support a brigade for a month. Mesopotamia could also provide large supplies of cereals.

Sheep, goats and cattle are obtainable in North Arabistan but not so easily in Southern Arabistan. Between December and February sheep and goats are difficult to obtain.

At Muhammareh there is only one large flour mill. Onions, beans and fish are procurable and there is a good bazaar for native goods. Milk is scarce. Apples are obtainable in May, melons and dates in August.

At Bandar Ma'shur there is scanty grazing, and very little cultivation, fodder is brought from the Jarrah or Hindiyan districts. Fuel is obtainable from small bushes only, which are cut within a radius of 10 miles.

are fuel
Fuel

At Dizful in spring the grazing is excellent.

TRANSPORT

Transport.	Muhammarch	Basrah.
Wheeled vehicles	Nil	Nil
Camels	1 000	200. Probably a large number could be obtained from Zubair. No figures available.
Donkeys	No information	200
Horses	No information	1 000 including 200 pack. Large numbers are brought here in the autumn months for shipment to India.

Baghdad.

In the whole of the Baghdad *wilayat* the number of animals upon which tax was collected in 1905 was —

Camels	..	..	87,787
Donkeys	..	..	67,416

In addition to these classes of animals there are said to be born annually 85,000 horses, 4,000 mules, and 155,000 head of cattle

In the town of Baghdad the following transport animals could be procured at short notice —

Donkeys	..	..	..	1,000
Camels	.	.	..	1,000
Pack mules and ponies		..		800 (together with 80 four wheeled pilgrim wagons, and 20 local carriages).

Mules can be bought in Mesopotamia, where some 5,000 pack mules are in use. In 1857, 2,500 camels were bought in Basrah and 8,000 mules in Baghdad

**Arabistan.*

The mule is more suitable than the camel in 'Arabistan, as water and fodder can be got daily, whilst camel grazing is apparently scarce

With at least one month's notice and the inhabitants friendly, the following transport might be collected —

			Mules.	Camels.	Donkeys.
Ramuz	..	..	..	200	..
Shushtar and from Bakhtiari			300	..	1,000
Dizful and from Lurs	..	..	1,000	300	..
Fallahiyeh and Hindiyan	..	..	100	..	..
Muhammarch	..	..	..	1,000	..

Caravans complete with native equipment and *charvadars* under their own headmen should be engaged.

No bullocks are available in 'Aralistan

For Resources Kuwait, see page 42

TRADE.

There is comparatively little production in Mesopotamia generally. The date palm constitutes the principal feature in the

practically nothing on account of inadequate rainfall during the winter and tribal disturbances.

Other articles of export include carpets (mostly from Persia), liquorice and seeds also an average yearly of 2 000 horses to Bombay

The total value of the export trade from Basrah in 1909

As regards the carrying trade from the port of Basrah the total tonnage of ships entering and leaving the port amounted in 1909 to 393 491 tons of which 36 729 was British and 12 728 Turkish

There is a branch of the Imperial Ottoman Bank at Basrah

The following lines of steamers used to call regularly at Basrah and Muhammareh

The British India Steam Navigation Company, running weekly with Gulf mails from Karachi and Bombay, and fortnightly with local mails

The Bombay and Persia Steam Navigation Company, every fortnight from Bombay

The Anglo Arabian and Persian Steamship Company, direct from England

Bucknal Brothers, direct from England

The West Hartlepool Steamship Company, direct from England

The Hamburg Amerika Line used to sail monthly from Hamburg and Antwerp

A Russian subsidised steamer calls three or four times a year, and an occasional Austrian Lloyd.

For the date season numerous steamers are chartered

The European firms with offices at Basrah are —

- (i) Lynch and Company Employed in the carrying trade up Tigris and Karun rivers.
- (ii) Gray, Mackenzie and Company Shipping Agents.
- (iii) Strick and Company Shipping
- (iv) MacAndrew, Forbes and Company, American firm Exporters of liquorice.
- (v) Basrah Trading Company, British firm. Exporters of dates and grain
- (vi) Messrs Wonnehaus and Company, German firm. Agents for Hamburg Amerika Line.
- (vii) Russian Steamship and Trading Company, of Odessa, also has an agency.

Three British (European) firms had agencies in Baghdad —

- 1 Messrs Lynch and Co., of the Euphrates and Tigris Steam Navigation Company

Caravans, complete with native equipment and *charadars* under their own headmen, should be engaged.

No bullocks are available in 'Arabistan

For Resources, Kuwait, see page 42

TRADE.

There is comparatively little production in Mesopotamia generally. The date palm constitutes the principal feature in the

practically nothing on account of inadequate rainfall during the winter and tribal disturbances

Other articles of export include carpets (mostly from Persia), liquorice and seeds, also an average yearly of 2 000 horses to Bombay

The total value of the export trade from Basrah in 1909 amounted to £ 1 504 000 of which about half came from Baghdad, and of which about 50 per cent went to the British Empire. The value of the imports exceeds the value of the exports by £ 856,102, the principal items being cotton silk and woollen goods, and sugar. Nearly the whole of the imports go to Baghdad, and somewhat over 50 per cent come from the British Empire.

As regards the carrying trade from the port of Basrah, the total tonnage of ships entering and leaving the port amounted in 1909 to 373,191 tons, of which 357,729 was British and 15,462 Turkish.

There is a branch of the Imperial Ottoman Bank at Basrah.

The following lines of steamers used to call regularly at Basrah and Muhammarah

The British India Steam Navigation Company, running weekly with Gulf mails from Karachi and Bombay, and fortnightly with local mails.

The Bombay and Persia Steam Navigation Company, every fortnight from Bombay

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Bucknal Brothers, direct from England

The West Hartlepool Steamship Company, direct from England.

The Hamburg Amerika Line used to sail monthly from Hamburg and Antwerp

A Russian subsidised steamer calls three or four times a year, and an occasional Austrian Lloyd.

For the date season numerous steamers are chartered

The European firms with offices at Basrah are —

- (i) Lynch and Company Employed in the carrying trade up Tigris and Karun rivers.
- (ii) Gray, Mackenzie and Company Shipping Agents.
- (iii) Strick and Company Shipping
- (iv) MacAndrew, Forbes and Company, American firm Exporters of liquorice.
- (v) Basrah Trading Company, British firm. Exporters of dates and grain
- (vi) Messrs. Wonnehaus and Company, German firm. Agents for Hamburg Amerika Line.
- (vii) Russian Steamship and Trading Company, of Odessa, also has an agency

Three British (European) firms had agencies in Baghdad —

- 1 Messrs Lynch and Co., of the Euphrates and Tigris Steam Navigation Company

2 Messrs Plockey, Cree and Co (Agents for Messrs
Thornycroft)

3 Messrs Sassoon and Co, of Bombay

There are several German firms

A branch of the Imperial Ottoman Bank is located in
Baghdad and there are three steam factories, for cloth, ice and
corn, respectively

For trade of Kuwait see page 42

CHAPTER V

MILITARY

Gov. the Turkish my after the end of the 1st Turkish Army Corps in December 1912 (?)

The appointment was made on the ground that "the results of the employment of foreign advisers were unsatisfactory, and it was therefore proposed that foreign officers should enter the Turkish service altogether and receive actual commands. This course had already been adopted in the appointments of Rear Admiral Limpus to command the navy, and of the English Colonel Hawker to command the gendarmerie in Armenia.

Owing however, to the protests of Russia, the status of General von Sanders was changed and he became Inspector-General of the Turkish Army instead of Commander of the 1st Army Corps. A Turkish General was appointed to the command of the 1st Army Corps with a German officer as his Assistant.

The "Military Mission" which accompanied General von Sanders to Constantinople comprised ten other German officers. Of these General Bronsart von Schellendorf was appointed Assistant Chief of the General Staff.

The Grand Vizier assured the Ambassadors of the Triple Entente that the functions of General von Sanders would be strictly confined to purely technical questions and military training—in other words that the duties of the German military mission would be purely instructional.

By the end of May 1914 the numbers of the Mission had risen to close on 50 officers. Under the new scheme (May 1914) the Turkish Army is to be organised in 13 Army Corps and 2 independent Divisions.

Three Army Corps of 3 Divisions each were to be quartered in Thrace and Western Asia Minor. The three Army Corps on

the Russian frontier were to be brought up to full strength, i.e., 3 Divisions each

The Arab provinces were to be held by 5 Army Corps of 2 Divisions each, and 2 independent Divisions, total 12 Divisions

The total strength of the Army is now 38 Divisions, as against 43 Divisions in 1910 and it is better concentrated than when Turkey held Albania, Macedonia and Tripoli

Each division is composed of three regiments and a Rifle battalion. To each Army Corps should be attached a 2 battalion Rifle regiment, but only nine such regiments exist at present

Strength of Infantry It is difficult to form any idea of the war-effective of these battalions. The peace effective of those which have passed through Constantinople on their way to their new quarters in Asia Minor varies from 300-400 bayonets, whilst those stationed at Constantinople average 400

Cavalry The Turkish cavalry is underhanded and will not be able to put more than 50 per cent of its nominal effective into the field for some time to come

Artillery

Transport and Medical Very heavy expenditure must be made to supply these deficiencies. Nothing seems to have been decided as to the reorganisation of the Transport and Sanitary Services. The

Distribution of the Turkish Army

Corps	Headquarters of Corps.	Division and Divisional Headquarters.	Strength	Guns
I	Constantinople	<ul style="list-style-type: none"> 1 Constantinople 2 Constantinople 3 Scutari 	<ul style="list-style-type: none"> 20 000 (1) 	148
II	Adrianople	<ul style="list-style-type: none"> 4 Adrianople 5 Adrianople 6 Kirk Elishch 	<ul style="list-style-type: none"> (2) 18 000 	84
III	Halilar Pasha	<ul style="list-style-type: none"> 7 Ha dar Pasha 8 Balikesaar 9 Gal polli 	<ul style="list-style-type: none"> (7) 13 500 	(7) 60
IV	Soyr a	<ul style="list-style-type: none"> 10 Symrna 11 Denizli 12 Burdar 	<ul style="list-style-type: none"> 24 500 	122
V	Angora	<ul style="list-style-type: none"> 13 Angora 14 Kastamuni 15 Iuz at 	<ul style="list-style-type: none"> 21 500 	134
VI	Aleppo	<ul style="list-style-type: none"> 16 Aleppo 17 Aleppo 18 Adana 	<ul style="list-style-type: none"> 21,500 	116
Independent		19 Asir	}	
Independent		20 Hijaz		
VII	Damascus	<ul style="list-style-type: none"> 21 Damascus 22 Damascus 23 Hafia 	<ul style="list-style-type: none"> 19 600 	72

Distribution of the Turkish Army—contd

Corps	Headquarters of Corps	D vision and D visional Headquarters	Strength	Guns
IX	Erzerum	<ul style="list-style-type: none"> 17 Erzerum 28 Erzerum 29 Erzerum 	20 000	122
X	Erzinjan	<ul style="list-style-type: none"> 30 Erzinjan 31 Erzinjan 32 Sivas 	16 000	96
XI	Van	<ul style="list-style-type: none"> 18 Van 33 Van 34 Mush 	18 500	69
XII	Mosul	<ul style="list-style-type: none"> 35 Mosul 36 Kirkuk 	11 500 (11 000)	54 48
XIII	Baghdad	<ul style="list-style-type: none"> 37 Baghdad 38 Basrah 	11 000	42
VII	Yaman	<ul style="list-style-type: none"> 39 Sanjah 40 HodaJah 	9 000	(7) 24

TURKISH TROOPS MESOPOTAMIA.

In 1912 the Turkish Army was reorganised into Army Corps. Some progress in this reorganisation was made in Europe and Asia Minor but in Mesopotamia funds were not forthcoming, and little had been done by 1913, when the Balkan War threw everything still further back.

The rank and file of the 12th and 13th Corps are mostly Arabs, the remainder being Turks. An tolians from Asia Minor (both Musalman and Christian) and a few Kurds.

The infantry are hardy and good natural soldiers, but are not well trained in Mesopotamia. They are armed with Mauser rifles of two or three different patterns.

The artillery in the 12th and 13th Corps are still mostly armed with old pattern (O. P.) guns. The only Q. F. guns at Baghdad and 7.5 c. m. Krupp

The cavalry regiments are not well mounted, and not highly trained. They are barely a match for the local Arab mounted tribesmen.

Strengths—The total actual strength of the two corps in regular troops in 1914 was as follows—

		Baghdad (and Basrah) Musal	
Rifles	.. ..	3,280	4,720
Sabres	. . .	900	850
Guns	. . .	59	55
Machine guns	.. ..	6	..

To expand the above regular (*nizam*) formations to war strength the *shifad*, or active reserve, would be called out. It is doubtful, however, whether the most strenuous efforts could add more than 50 per cent. of personnel to the above actual strengths of the regular units.

The *Pedf* or second reserve, has almost ceased to exist in Turkey since the Balkan War of 1913. Nominally the 12th and 13th Corps each have two *Pedif* Divisions, the nominal strength of which is 50,825 rifles.

The numbers actually under arms at the depôts in 1914 was about 10 or 12 per regiment. The rifles were stored etc.

In place of the commanders of Redif Divisions, a number of officers commanding reserves have been appointed to various stations but it is not known how these reserves are to be employed in war

Total nominal strength.

— strength of the whole of the 4th Ins and are

Rifles	74 685
Sabres	3 600
Guns	120
Machine guns	48

Frontier Companies

There are 11 frontier companies each nominally 100 strong which were raised in 1912 from a nucleus (10 each company)

panies from —

The following table gives details of units and strengths

NOMINAL WAR STRENGTH.

Nizam Division.—(Under organisation of 1912.)

Infantry—

1 Nishanji battalion	..	1	10 650
3 regiments each of 3		1	10 battalions
3 battalions		1	@ 1,065

Each battalion comprises 3 companies and 1 cadre company

Each regiment was to have 1 machine gun company (4 guns) . 12 machine guns

Artillery —

1 Regiment of field artillery (3 batteries) (old pattern guns).	18 guns.
---	----------

Mountain Infantry —

One company	100 rifles.
-------------	-------------

*ARMY CORPS.**Divisions —*

2 Nizam Divisions	..	{ 21 500 rifles 36 guns. 24 machine guns.
-------------------	----	---

Corps Troops —

1 Cavalry brigade (3 regiments @ 600 each)	1,800 sabres
--	--------------

6 Mountain batteries (4 guns) (only one battery has Q. F. guns)	24 guns.
---	----------

1 Engineer battalion (4 companies with pontoon train)	400 rifles.
---	-------------

1 Telegraph company
---------------------	----	----

1 Train battalion (100 carts, 2,550 pack mules)	
---	--

Total21,900 rifles. 1,800 sabres. 60 guns. 24 machine guns.
-------	----	---

Redi Divisions—

(War strength on paper)

Baghdad Division, 3 regiments 9 battalions	..	9 585
--	----	-------

Karbala Division, 3 regiments 8 battalions	..	8,520
--	----	-------

Kirkuk Division, 2 regiments 4 battalions	..	4,200
---	----	-------

Musal Division, 3 regiments 8 battalions.		8 520
---	--	-------

Total	30 825 rifles.
-------	----------------

In 1914, after the Balkan War these had almost ceased to exist.

St 12, (w) G 3 B

The total war strength on paper of the XIIIth and XIIIth Corps with the Redif Divisions (in 1912) was as follows —

74,685 rifles
3,600 sabres
120 guns
48 machine guns.

ACTUAL PEACE STRENGTHS

XIIIth Musul Army Corps

33th Karkul Division—

36th Nishanji Battalion		350 men
103th Regiment	} 9 battalions @ 200	1 800 men
107th Regiment		
103th Regiment		

No machine guns with infantry regiments

Artillery—

36th Regiment F A 3 batteries	18 guns (O P)
36th Company, Mounted Infantry	150

35th Musul Division—

35th Nishanji Battalion	350 men	
103rd Regiment	} 9 battalions @ 200	1,800 men
104th Regiment		
105th Regiment		

No machine guns with infantry regiments

35th Regiment, F A, 3 batteries	18 guns (O P)
35th Company, Mounted Infantry	150 rifles

Corps troops —

(Headquarters Musul)

12th Cavalry Brigade, 33rd, 34th, 35th
Regiments

850 sabres

4 Batteries, mountain artillery

16 guns (O P)

1 Battery, M A. with Q F guns

4 guns (Q F)

12th Engineers Battalion with pontoon train 120 rifles

No telegraph company

12th Train Battalion, 50 carts, pack mules

Total 4 720 rifles

850 sabres

56 guns

At end of 1914 the strength of each of the above division was reported to be—

9 450 rifles
1 sqn cavalry
100 sappers
24 guns

There were also 3 squadrons of corps cavalry

PEDIF INFANTRY DIVISIONS

In 1912 the strength of the Radif divisions was as follows
The strength of men present permanently is only about a dozen per regiment —

	Rifles
Baghdad Radif Division 9 battalions	2,500
Karbala Radif Division 8 battalions	2 200
Kirkuk Radif Division 4 battalions	1,400
Musal Radif Division, 8 battalions	2,470
Total	9,570

LI TRIBUTION IN 1911 OF BAGHDAD AND KARBALA WITH PEDIF INSPECTION (HEADQUARTERS—BAGHDAD)

Infantry.

Division ..	Baghdad.
Regiment (battalions)	Merjanic
„ (3 „)	Hazimain
„ (3 „)	Baqubah
Division	Karbala.
Regiment (3 battalions)	„
„ (3 „)	Kerkh.
„ (2 „)	Barrak.

NOTE A.—The above “Ordre de Bataille” is arranged in terms of the new organization brought into force at the present moment the arrangements are in a stage of transition and the units have not yet been allocated according to their new grouping

ACTUAL PEACE STRENGTHS

*XIIIth (Baghdad) Army Corps**33th Basrah Division —*

33th Nishanji Battalion		400 rifles
112th Regiment	} 9 battalions @ 160	1,440 „
113th Regiment		
114th Regiment		
Less 1 battalion in Qatar	Total	<u>1 680 „</u>

No machine guns with infantry regiments, but
there were two *mitrailleuses* at Basrah 2 machine guns

No cavalry

Field artillery, 4 guns (2 Q F)

Mountain artillery 2 guns

No mounded infantry company

Total

6 guns
1 680 rifles
6 guns
2 machine guns

37th (Baghdad) Division—

37th Nishanji battalion 200 men

109th Regiment

110th Regiment } 9 battalions, @ 135 1 215

70 men

h 150 men

Artillery —

37th Regiment 1st battalion (F A), 3 batteries, 18 guns and 180 men

2nd battalion (M A) 3 batteries, 18 guns and 180 men.

24th battalion of Artillery

2 batteries, one of 4 Q F guns, and

another of 6 mountain guns

13th Fortress Company, 6 guns

120 men

110 men

Cavalry —

13th Cavalry Brigade*

36th Regiment 300 men

Transport, 3 companies, 38 carts, and 160
mules 150 men

One telegraph company 85 men

Total	1,600 rifles (about)
	900 sabres.
	52 guns
	4 machine guns

Under the old organization, battalions were located as follows (April, 1911) —

Azam — Baghdad and environs, 11 battalions, single battalions at 'Amarah, Nasiriyah, Najaf, Al Haza and Muntafik country

Redif — Baghdad and environs 6 battalions, country north and east of Baghdad 4 battalions, single battalions at 'Amarah, Karbala, Najaf, Hillah, Kut, Diwaniyah and Muntafik country

As regards artillery, it is uncertain what the allotment was. There were from 6 to 9 batteries of old pattern field guns located in the area and 2 batteries of mountain guns (one battery of these being Q F). There was also 1 battery of Hotchkiss machine guns. Companies of fortress artillery were located at Basrah, Iao, and Baghdad.

In May 1913 Bin Sa'ud of Najd suddenly attacked the Turkish garrisons in Haza and summarily ejected them.

The Turkish garrison of Qatar remained pending the signing of the Anglo Turkish Agreement. It now consists of 160 men of the 112th Regiment.

Fighting qualities of local Arabs of Mesopotamia.



*The 21st and 22nd Cavalry Regiments were formed into Condarmates
1913

4,000 horsemen, and a large number of dismounted men (no numbers given), but no *thalul's* (riding camels). The Muntafik carry in war swords and lances. They are also armed with rifles, chiefly Martins.

In the past they have been in rebellion against the Turkish Government.

The Bani Lam Arab (see page 52) tribe is also usually in a state of passive resistance towards the Turks. They have recently (1914) had trouble with the Shaikh of Muhammarah.

For Bani Furuf see page 62

1000 lances with a formidable blade, silver daggers about a foot long, double edged, and very sharp at the point.

For several years the Arabs have been very friendly towards the British, and on several occasions prominent chiefs have come forward with suggestions of a British Protectorate.

KUWAIT

The Kuwait unit of organization is the *khabra*.

A *khabra* consists of 10 men with their arms and probably 100 rounds of ammunition each.

7 *thalul's* or riding camels, with their equipment.

Food for as many days as may be ordered.

The expedition organized in 1910, against the Muntafik may be taken as a guide towards the maximum probable strength of the Kuwait forces, viz —

600 <i>khabras</i>	6,000 men with 4,200 <i>thalul's</i>
Unorganized Bedouins	6,000
Probably at the disposal of the Shaikh from more southern tribes	4,000
Probable maximum total	16,000

Many rifles and much ammunition have reached Kuwait from Muscat, during 1911-14, and the followers of the Shaikh of Kuwait are well armed.

Defence of Kuwait — A line of sand hills and somewhat broken ground about a mile outside the town affords a fairly satisfactory line of defence and might be made strong enough by suitable preparation to resist any probable attack. The line extends

the direction and ranging of ship's fire from the stations indicated by the names of the ships told off to these positions in 1901-02, viz His Majesty's ship "Sphinx," His Majesty's ship "Porpoise" and His Majesty's ship "Piedbreast." In addition to this strictly naval support native dhows if armed with machine guns would be useful in shoal water on either flank, and would be able to bring fire to bear at a much shorter range than those mentioned with reference to the ships.

Starting from the right or western flank of this defensive line it runs (a) along certain existing excavations and old wells for a distance of about 1500 yards, (b) thence in a north easterly

direction, constructed with a trench or otherwise, closing on the sea near Passat Ajuzah.

The extent of front thus taken up is approximately 6000 yards, and as has been said could be supported on both flanks by fire from ships which would be able to bring a cross fire to bear, though at long range, in front of the centre of the position.

Such was the line of defence selected by the Senior Naval Officer in 1901, when it seemed possible that an attack might be imminent.

'ARABISTAN

Regulars — No regular Persian troops of any fighting value exist in 'Arabistan. It is intended, eventually, to locate 500 Cendarmes at Isfahan and there are about 400 at Irum. It is improbable that they would oppose us as a whole, though

individuals might desert to the enemy. There are no other Gendarmes in 'Arabistan or the neighbourhood.

Irregulars —The tribesmen with whom we must be prepared to deal are —

- (1) The Arabs of 'Arabistan
- (2) The Bakhtiariis
- (3) The Kuhgalus
- (4) The Lurs, including the Sagwand and Dirakwand, Baitanwand and the Lurs of Pusht-i Kuh

The Bakhtiariis and the Kuhgalus both dislike the Arabs, whilst the Bakhtiariis distrust the Kuhgalus, and all are usually at enmity with the Lurs.

Again, internal dissensions in the tribes themselves still further decrease the likelihood of united resistance to our forces. For instance, the Bam Lam are potential enemies of the Shaikh. They never have fought, nor are ever likely to fight, under his banner. The Bakhtiariis, also, are divided into two rival factions.

The inhabitants of the towns, though quarrelsome, are not formidable.

The Arabs of 'Arabistan —They are remarkably mobile, whether on foot or on horseback, and are but little hampered by questions of supply. They are fairly well armed, but indifferent shots and poor fighters. The Shaikh of Muhim

cluding a maxim gun. They were intended for use against the Bakhtiariis.

The Bakhtiars—They are not efficient in a military sense, but are good guerilla fighters at a distance if their retreat is safe. They would be better in defending their own hill country than in operating in the plains of 'Arabistan. Internal disputes would probably prevent them acting in concert. They have always looked to England for protection and assistance, but would be ready to serve the highest bidder whoever he was. They could put into the field about 5,000 men fairly well armed and another 10,000 armed with most indifferent guns. About half of these would be mounted.

The Kuhgulus—They are disunited by bitter feuds. They resemble the Bakhtiars in general characteristics, but are a finer race in physique and are better armed. Enmity exists between many of them and the Bakhtiars. They could, if united, put into the field about 10,000 men mostly armed with Martini Henry rifles. Their country is very inhospitable and consequently they indulge in much raiding on their neighbours.

The Fails Lurs—They are a simple-minded people, wiry and enduring. They are never so pleased as when engaged in a foray. They are said to trust the word of an Englishman, and to dislike and despise the Persians. They are to be found chiefly in Pusht i Kuh.

The Sagvand and the Dirakvand—Relations between these two tribes and the Fails Lurs are good. In days gone by there have been frequent quarrels with the Wali of Pusht i Kuh, but they seem to have forgotten these and to look upon the Wali as their protector. In 1912 the Lurs were very unfriendly over the survey operations for the Muhammareh Khurramabad Railway.

The Fails Lurs and the Sagvand and Dirakvand could, if united, put into the field about 20,000 armed men. Arms come into the country from Baghdad. Most Lurs come down to the low country round Dizful in the winter.

The Bairaivand is a turbulent tribe living between Khurramabad and Burujird and therefore rather remote.

Whilst it is impossible to foretell what the attitude of the tribes will be, yet the following opinion is given as to their probable action.

The Arabs of Northern 'Arabistan and those west of the Karun might conceivably refuse to side with the Shaikh and us.

-- The well known propensities of the Lurs, Bakhtiars and the Kuhgalus for guerilla warfare render them averse from committing themselves far out on the plains of Southern 'Arabistan

It is unlikely that they would make common cause with the Arabs of North 'Arabistan in opposing our advance. The mutual distrust that exists makes it probable that each will concentrate for the protection of their respective homes. It

The probable action of the Wali of Pusht-i Kuh must also

fratry if not his co-operation especially if he saw that his friend and ally, the Shaikh of Muhammarch was on our side. He is reported to be negotiating with the Turks

In 1910 an alliance was formed between the Shaikh of Muhammarch, some of the Haji Ilkhan branch of the Bakhtiars, Nizam us Sultaneh, the Wali of Pusht-i Kuh and Saulat ud Dauleh Qashqai. The object of the league was to protect the members against the Bakhtiari Government

In 1914 the alliance was confirmed

The defences of Muhammarch are hardly worth considering, they consist of 5 miscellaneous brass pieces at the eastern end of the town overlooking the river, and a ruined mud wall on the landward side of the town. In 1859 the Persians had erected 4 well constructed batteries on the mainland and 5 of 'Abbadan Island opposite the town. These had casemates and embrasures

There are 11 old guns in front of the Shaikh's palace at Fashyeh, but only two of these are fit even for saluting purposes

Camping grounds

Muhammarch—Unlimited space is available on either side of the Karun above the Bahmanshur channel, with good water from the Karun.

A good camp site could be obtained on 'Abbadan Island

ships and re-embarking on river steamers.

There is also ample space available north or north west of Muhammarch.

Basrah—Turkish troops are often camped on the side of Basrah furthest from the river, where the Zubair track leaves the town. This is above flood level. It is 2 miles away from the river water supply, but water could be obtained from an adjacent creek. There is room for a brigade to camp behind the naval hospital on the left bank opposite the Consulate. This is only 500 yards from the river. Behind this again about 400 yards further away from the river the space is unlimited. A battalion could be encamped at the customs house and there is room for another half battalion on the opposite side of the 'Ashar Creek in the arsenal grounds.

Bandar Ma shur—No details are available. The country to the north of Bandar Ma'shur is, however, a saline plain, with patches of grass, and camping space is probably unlimited.

Umm Qasr—There is sufficient space at Umm Qasr for the camp of at least one brigade. The soil is hard sand, with small tufts of grass.

CHAPTER VI. MARITIME

TURKISH NAVAL STRENGTH

The only Turkish warship of any importance on the Tigris is the "Marmaris", a gunboat of about 420 tons. She was completed in 1907 and is armed with four 9 prs, two 1 prs, and a torpedo tube above water.

In April 1914 converted boats one of wood and three of iron

the 37-m m. guns were also sent.

Other vessels of various types are owned by the Turks, but are in various stages of disrepair. These are as follows —

- (i) "Baghdadi", converted cargo steamer. Draught 3½ feet, one gun, 8 knots speed. Carries 81 to 100 men. Used to transport troops between the various ports on the banks of the river.
- (ii) "Alous", draught 3½ feet. Two guns. Carries 60 to 80 men. Speed 6 knots. Used to overawe the Arabs and collect subsidies.
- (iii) "Kild el Bahr", an ancient gunboat, formerly permanently located at Basrah. Four guns.
- (iv) and (v) "Frat" and "Resafa" steamers protected with iron plates probably against attack by the Muntafik on the river. To carry two ordinary guns and two machine guns. These are on the Euphrates.
- (vi) and (vii) "Binnu" and "Ikun", launches, to be armed with 2 Q. F. guns (1910). No information has been received that this has been done. These are on the Euphrates.

RIVER NAVIGATION CRAFT.

The following information is mostly dated 1911.

The distribution of river craft in January 1915 is given on page

Lynch and Company have three steamers and a Turkish Company had eight steamers for service between Baghdad and Basrah. (See page 95.)

Lighters belong to—

Bucknall Steam Navigation Company.

Strick Steam Navigation Company.

West Hartlepool Steam Navigation Company.

Bombay Persia Steam Navigation Company.

Another has been ordered by a Parsi firm.

Gray, Mackenzie and Company have one launch, and Strick and Company have another. Three or four others have been seen, but are apparently not in use.

The types of boats are—

- (i) A light keel less boat called a *ballam*, 35 to 40 feet long and 30 inches broad. Drawing about 6 inches of water. Capacity, 15 men fully equipped. They are used as punts along the bank, but are towed across the river. Crew two men, who always prefer poling to rowing.
- (ii) Lighters for cargo. Capacity, 20 to 30 tons. Native built. Ample supply.
- (iii) Native built *baghalahs* of all sizes. Ample supply.

Lynch and Company have engineering works and a dock for their river steamers under the charge of an English engineer at Magil, about six miles up the right bank of the river.

STEAMERS ON THE TIGRIS AND EUPHRATES.

There are three English steamers belonging to the Euphrates and Tigris Steam Navigation Company (Messrs. Lynch Brothers), for use on the Tigris, but they are not permitted to ascend beyond Baghdad.

The names of the steamers are the "*Khalifa*," "*Modjib*" and the "*Julnar*".

There are four iron lighters belonging to the same Company, which are towed to Baghdad by the steamers. They are also used as depots for cargo requiring transshipment, and have a capacity of about 130 tons each, and when loaded draw the same as the steamers.

The following is an average time table throughout the year of one of Lynch's steamers between Baghdad and Basrah —

Stations	Up stream		Down stream	
	Hours	Mins	Hours	Mins
Basrah			4	30
Qurnaah	5	20	3	0
Farra's Tomb	4	15	4	10
Alu Sadra	0	30	1	10
'An arah	2	0	4	15
All Sharqi	0	15	4	0
All Charbi	5	45	3	10
Shukh Sa'ad	5	0	4	30
Kut-al Amarah	6	0	4	30
Bghallah	7	0	5	0
'Arizyah	0	0	1	45
Baghdadiyah	3	45	4	0
Taqi Kura (Ctesiphon)	6	30	2	30
Diyalah River	5	0	1	50
Baghdad	3	15	.	
Total time	5	45	47	10

In the summer months, owing to many stoppages, the length of the journey may be increased to four or even six days, as the boats cannot then travel at night.

In addition to the vessels owned by the Lynch Company, a Turkish Company, the Idarah Nahrinah, also owns steam boats on the Tigris.

This Turkish Company was reconstituted some years ago and subsequently in 1908 the "Grand Baghdad," the first

the presents boats owned by them was placed on the river. This was followed by the "Basra" and eventually by six more. Humdie, Pirbume, "Mosul," Euphrates," Reza and Bagdad. Thus making a flotilla of eight vessels.

The dimensions of these steamers are—Length 240 feet, breadth, 33 feet, height 6 feet 8 inches. Full draught when loaded, 4 feet 6 inches. Speed 12 knots.

There are, besides the above, four barges of the same draught for towing. Length 180 feet and breadth 25 feet.

The following additional craft have recently been supplied by Messrs. Thornycroft—

- (a) Stern wheel steamer. Length, 120 feet, speed, 10 knots, for passenger traffic.
- (b) Three motor boats. Length 70 feet, beam $9\frac{1}{2}$ feet; draught 3 feet. Speed 12 knots. Intended for passenger traffic (70 passengers), but also to carry a load of $3\frac{1}{2}$ tons.

In 1909 a proposal was set on foot to amalgamate the two companies, but local opposition was encountered, and the project fell through for the time being.

They were amalgamated in 1914 under the name "MacLay Lynch & Co."

Two tugs which arrived at Basrah in March, 1910, for work in connection with the irrigation projects, were appropriated by the late W. A. for ordinary passenger service, but were subsequently returned to their owners.

Sailing boats and small craft—Sailing vessels on the Tigris below Baghdad are of 30 tons burthen, drawing about 5 feet when fully loaded, they have one large lateen sail, and a clumsy rudder of great length, in adverse winds they are towed by a rope attached to the top of the mast, the crew tracking along the shore. They would be useful for the construction of boat bridges. In the low season, in shallow reaches, it is sometimes necessary to unload the cargo, haul the vessel over the obstruction, and load up again. They ascend the river to Samarra, which is the highest point they reach and also navigate the Euphrates, and the Ham canal. Their chief cargo is corn.

A *quffah* is the circular boat used on the Tigris, 8 to 10 feet diameter, made of pomegranate branches woven together with rope and plastered on the outside with bitumen. The construction is simple and dates from very early times. They are of various sizes, some holding as many as 20 men, while horses, sheep and cattle are accustomed to cross in them. One or two paddles are used. They are found on the Tigris principally, from Baghdad to 'Amarah, and on the Diyalah up to Ba'qubah. They carry a considerable amount of cargo for their size, and despite their shape, are very serviceable, being difficult to over turn.

Below 'Amarah, the Marsh Arabs use a long narrow boat called a "*ballam*", propelled by a paddle and one long oar. These boats are quicker than but have not the capacity of the Baghdad *quffah*.

Present distribution (1915)

As far as was known up to January 8th, 1915, the following was the distribution of steamers on the rivers.—

In Turkish hands —

On the Tigris—

Basrah
Baghdad.
Bourhane.
Hamidie
Mosul
Khelifa
Tugs Tehrit
Pioneer.
Samara.
Bulbul

On the Euphrates—

Frat
Rasafa.
2 motor launches.
Steam launches "*Birinci*"
and "*Ikinci*"
A small steamer between Al
Dair and Meskene •

Launches Ishtar.

Aziza
Selah

} One of the three was sunk in January 1915.

2 steam barges.

12 barges •

• Maximum capacity—
6 of 150 tons
4 of 160 tons
2 of 290 tons.

Two of the barges have been reported as sunk at the junction between the Nahr Ratta and Tigris river

The following was reported in January 1915

The towing capacity of launches and tugs is as follows.—

Bulbul	..	.	.	..	two barges.
Tekrit	..	..	..	..	one barge.
Pioneer	..	..	.	..	two barges
Sumara	.	..	..	..	two barges
Ishtar	..	.	.	..	one barge.

The speed of steamers down stream in knots and carrying capacity in passengers is as follows —

Vessel.				Knots.	No. of passengers
Baghdad	..	..	..	8	1,000
Bourhani	..	..	..	6	700
Khalifa	..	..	..	6	800
Mosul	..	..	..	5	200
Hamidie	..	..	..	6	700
Basrah	..	..	..	8	1,000

There are also 2 steam barges at Baghdad

STEAMERS ON THE KARUN RIVER
Placing between Ahvaz and Ahvaz (Danli Naeef)

Name	Owner and date of build- ing	Draft and tonnage capacity	Passenger capacity	Towing capacity lbs	How taken	Remarks
Marj	E T S M Co 1902	3 10" 110	6 1st class 600	2 1/2 tons of 60 to 70 tons	36 up (with salt) 16 down	
Yarab	Muhammad Taji 1906	3 6" 65	4 1st class 200	2 1/2 tons of 60 to 70 tons	36 up (with salt) 16 down	
Jan . Karon .	} Shaikh of M sham marb	60	60	..	.	Somewhat similar to the Yarab in construction and likely to be available

Plying between Akure and (Shakel/eh) Shalati

Name	Owner and date of building	Draft and tonnage capacity	Passenger capacity	Towing capabilities	Hrs. taken	Remarks
Shushan	--	2' 6" 20	?	1 barge of 40 tons.	80 up, 12 down	
Steamer	--	2' 6" 20	150	1 barge of 40 tons.	--	Another 40 ton barge is available at Ahwaz

TIGRIS NAVIGATION

Above Baghdad navigation of the Tigris is usually only by ^{up to Samarra, below} are used. Of late years increasingly difficult owing to neglect of dredging operations, the want of supervision over the local Aribas, who cut channels and primitive canals in various unscientific ways, thereby causing the river to silt up or open into broad shallows at embarrassing places, and to the insufficiency of steamer traffic which would help largely to keep open the existing channels.

Between Kut-al Amarah and Baghdad all steamers stick frequently at times when the river is low and have to be hauled laboriously through shallow and winding channels, by means of anchors and winches.

About the middle of November sooner or later, according to the season, rain causes the first rise in the river, and navigation improves.

In January, February and March, rain keeps the river fairly full, although the frost in the mountains may lower it.

In March, the snows up country begin to melt and the river to rise, as much as 3 feet being recorded on one occasion in a single night at Baghdad.

In April and May the river is at its highest.

In July and August it falls gradually, because the melting of the snows on the higher ranges keeps up a fairly constant supply of water.

In August September and October, the river is at its lowest but, in the last two months navigation is easier owing to the channels having become formed and known.

The current in the low season is slight, and in flood the swiftest is about 4 miles an hour in the open reaches of the middle river.

Sudden freshets come down while the river is rising, but do not continue long or cause much difficulty to the navigation.

Speaking generally, vessels which draw more than 4 to 5 feet of water cannot ascend the river above Qurnah, except when it is in flood. Between Qurnah and 'Amarah is the most difficult stretch of the river for navigation. At Qurnah there is

and by the discharge of the river itself is about 10 feet, extreme high water being about 8 feet above mean sea, and low water minus 1½ feet.

For full report of the journey between Baghdad and Basrah and the country on either side adjacent to the river, see page 136.

Navigation of tributary streams

The Diyalah is navigated by Tigris sailing craft as far as Ba'qubah about 50 miles above its junction with the Tigris; steamers might also ascend to this point, but, above this, the river becomes shallow, with a wide gravelly channel, and is not navigable.

The Shatt al Haris is a branch of the Tigris, leaving that river at Kut-al-Amarah and joining the Euphrates near Suq ash-

not navigable, and from July to November the bed is in many places dry. There are no bridges over the stream.

EUPHRATES NAVIGATION.

Tigris

to Baghdad.

On the other hand Sir W. Wilcocks reported in 1905† that the Euphrates was navigable throughout the year from Qurnah to

* Report by Mr Dobbs, I.C.S., on the Navigation of the Euphrates, January 1903.

† The Irrigation of Mesopotamia, 1904.

Samawah and up the Hindiyah "canal" to the Hindiyah barrage, near Musaiyib, for boats drawing about 3 feet of water. From the barrage to Fallujah, navigation was also open all the year round to ordinary native boats drawing 4 feet.

This opinion was generally confirmed in April, 1909, by Lieutenant Colonel Ramsay, the British Political Resident in Turkish Arabia, who undertook a journey by steamer on the Euphrates in that year from the Hindiyah barrage to Qurnah.

Officials in the employ of Messrs. Lynch also performed similar journeys in December, 1908 and May, 1909. Their investigations showed that navigation was practicable for shallow draught steamers (3 to 4 feet draught) during the months stated, which, however, as in the case of Lieutenant-Colonel Ramsay's journey, coincide with the period during which the river is normally at its highest. It is not clear that, without irrigation improvements, navigation would be practicable during the low water season.

It must be noticed, further that in the two preceding opinions the so called Hindiyah "canal" is utilized, this extends from just south of Musaiyib to Samawah and is held by many to have been originally the true course of the Euphrates.

The following account of the course of the river is taken generally from the reports by Sir W. Willcocks and Lieutenant-Colonel Ramsay

From Fallujah to Musaiyib, a distance of some 56 miles, the average width of the river is 270 yards. The trough of the

works.

Below Musaiyib is the head of the Hindiyah "canal". (See Hindiyah Barrage, page 36)

and by the discharge of the river itself is about 10 feet, extreme high water being about 8 feet above mean sea, and low water minus $1\frac{1}{2}$ feet

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through which it passes. These boats average 80 tons burth and draw 5 feet of water. At other seasons the Shatt-al-Hai not navigable, and from July to November the bed is in many places dry. There are no bridges over the stream.

EUPHRATES NAVIGATION.

It must be remembered that Sir William's proposals include schemes in connection with regulating and distributing the water, not only of the Tigris, but also of the Euphrates, in fact the work suggested touches the question of the Euphrates just as much as that of the Tigris.

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It must be noticed, further that in the two preceding opinions the so called Hindiyah "canal" is utilized this extends from just south of Musaiyib to Samawah and is held by many to have been originally the true course of the Euphrates.

The following account of the course of the river is taken generally from the reports by Sir W. Willcocks and Lieutenant-Colonel Ramsay

From Fallujah to Musaiyib, a distance of some 56 miles, the average width of the river is 270 yards. The trough of the Euphrates is 10 feet deep, down to the level of low supply, and a flood of $11\frac{1}{2}$ feet puts the country under $1\frac{1}{2}$ feet of water, against which it is protected by somewhat ineffective dykes. The depth at low water (autumn) in this stretch is $6\frac{1}{2}$ feet and in flood (spring) is 18 feet. velocity of stream (January), 3 feet per second. At Musaiyib is a dangerous curve which needs heavy protective works.

Below Musaiyib is the head of the Hindiyah "canal". (See Hindiyah Barrage, page 36)

From Hindiyah to Kufi both banks of the canal are cultivated with water lifts, and also by some minor canals. Hindiyah is a prosperous place, and the point of debarkation for Karbala. It contains large quantities of rice and numerous sailing craft. Kufi is a small place.

A short distance below Kifl the canal divides into two, the right branch, now silting up, goes to Kufah, from which place Najaf draws its water supply. The other branch which is the best to follow goes to Hamidiyah, a prosperous place with a boat bridge. Twenty miles below Hamidiyah is the village of Khazam and 4 miles below this the lake of Shinafiyah is entered with a depth of over 3 feet. Nine hours steaming at 5 to 6 miles an hour between high banks is taken to reach Samawah from the end of the lake.

At Samawah the course of the "Euphrates," as distinguished from the canal, joins the canal from where it branches off below Musayib. As before remarked, whether or not this or the canal is the original course of the river is a matter of doubt, but in any case the "river" stretch is impracticable for navigation at the present time, being dry for $2\frac{1}{2}$ months in the year, and having quite an insignificant width at the end of the reach.

From Samawah to Suq ash Shuyukh the length is 120 miles. After passing Samawah and before reaching Nasiriyah, the water freely overflows the banks and forms extensive swamps, the channel naturally diminishing in size.

From Nasiriyah to Madinah the Euphrates is navigable for shallow draught craft all the year round, steamers and gun boats usually perform the passage in $1\frac{1}{2}$ to 2 days.

The channel (Saffa) to Madinah, leading from 2 or 3 miles above Suq ash Shuyukh, passes through the lake of Hamar, and emerging from there, it runs through swamps with thick reeds on each side. The Hamar Lake is very shallow.

From Madinah to Qurnah, where the Tigris is joined, there is a deep channel, the swamps continuing on both sides.

The real course of the Euphrates is said by some to be the water channel which runs from Madinah on the edge of the "Khor" or open water to Gurnat 'Ab, 10 miles above Basrah and there connects with the Tigris but the navigation by this route is through extremely difficult and complicated reaches, practicable only for the smaller native boats.

For navigation of Shatt al 'Arab see pages 13 and 103.

NAVIGATION IN 'ARABISTAN.

Steamers of 2' 6" draft run up the Karun to within 7 miles of Shushtar, and up the Abi Diz to within 14 miles of Dizful.

Ballams carrying 5 tons can be towed up the Jarrahi river to Khalafabad, and up the Hindiyan river to Deh Mulla.

See Chapter VIII, page 119

LANDING FACILITIES.

Basrah.

Anchorage—Basrah is 67 miles from the sea. Anchorage for steamers in mid stream. Not room for more than 2 abreast, but any number can lie up and down the river Shatt al 'Arab which is here 600 yards wide.

Landing—The country round Basrah is quite flat everywhere. Any military landing could easily be covered by the fire of ships stationed in the river. The deep muddy creeks in the vicinity would, however greatly impede the movement of troops. Troops could land anywhere on either bank of the river without special arrangements being made.

From the river to the main quarter of the town, 2 miles, there is only one made road, along the southern bank of the 'Ashar creek. The other tracks are almost impassable in wet weather.

Wharves—The office and yard of Gray, Mackenzie and Company, is situated close to the mouth of the 'Ashar creek on the south side. There is a wharf on the river front, made of brick, 80 yards long. There is a shed close to the wharf, 50 yards long by 10 yards wide, with open sides and a tiled roof. Height of wharf above water at high tide is about 2 feet. Stores could be landed here. The best wharf, which has a well built iron shed, is at the late German Consulate a quarter of a mile below the former British Consulate.

This is also at the late dépôt of the Baghdad Railway at Magil, a wharf provided with steam cranes and several iron sheds.

Wharves could be easily constructed of date logs of which there is an abundant supply. River front of Lynch and Company's premises is about 150 yards with an iron shed. Horses are shipped from lighters. About half a mile south of the 'Ashar creek, there is another wharf with a shed about 60 yards by 15 yards with open sides and matting roof.

There are no store depôts. Besides the sheds noted above, the bottom storeys of the European houses along the river

could be utilized. These houses are two storied and of brick. There is no stone in the country

Harbour authorities and pilots—The British India Steam know
also
could
also be able to pilot steamers up the river. There are many
Arabs who are constantly going up and down the river in
baghalahs and would prove useful in bringing steamers up the
Shatt al 'Arab

MUHAMMAREH

Anchorage.—(a) Inner Anchorage $\frac{1}{2}$ mile from the landing place. It can only be used by small steamers up to 500 tons. It cannot be used if the Karun be in flood. There is not room to swing

(b) Outer Anchorage. Between the entrance to the Hafar canal and the west of Dabba island. There are moorings for 27 steamers in single file. B I boats usually anchor here

Communication to the shore is by means of *ballams*, *baghalahs*, lighters and barges, of which the following are available, in addition to 5 tugs, one of which is available for heavy towing

Following launches are also available —

Anglo Persian Oil Company	..	1
Shaikh of Muhammareh	..	2
Customs	..	1
British Consul	..	1

The Shaikh of Muhammareh also has a steam yacht.

Name	Capacity	No
<i>Ballams</i> ..	8 horses, 20 men, or 140 mds	200
<i>Baghalahs</i> .	20 horses, 100 men, or 1,120 mds	50
Iron lighters .	20 horses, 100 men, or 1,400 mds	4
Wooden barges	20 horses, 100 men or 1,120 mds.	8

Landing—Landing places of unlimited extent can be found anywhere on either side of the Hafar canal, the Shatt al 'Arab, and the Rahmanshir canal, from barges or launches. A supply of 30 feet planks is necessary. Date palm logs are available for building piers etc., and barges might be used as pontoons. Landing is muddy work, but not difficult except for animals. Landing should not be attempted during strong ebb tides. The rise of tide is 6—9 feet. The following wharves would be useful for landing stores etc.

Anglo Persian Oil Company's jetty on Abhadan Island at which steamers drawing 25 feet can berth

Customs wharf, Muhammarch	50 yds. long
Lynch's wharf Muhammarch	50 do
Nasim Company	No details.
About 200 coolies are always available	

Fao

Anchorage—Steamers could anchor in the channel of the Shatt al Arab inside the bar, which is about $\frac{1}{2}$ mile below Fao fort (see pages 14 and 15). There is no anchorage other than the Shatt al 'Arab suitable for effecting a landing near Fao.

Landing—At high tide landing by boats is not difficult at many places along the bank of the Shatt al 'Arab, and one or more of the numerous creeks might also be utilised. At low tide banks of mud are uncovered varying from 20 to 100 yards in breadth, and disembarkation would be difficult. Near the fort there is a small pier for landing material.

At the civil station of Fao, which is about 4 miles above the fort, there is a rough stone jetty with water deep enough at the end of it for native *dhow*s or ship's boats.

In case troops had to land over mud or were obliged to cross any creeks after landing it would be advisable to have a supply of 20' planks or other bridging material. Date palms might be utilised.

UMH QARE.

Anchorage.—There is good anchorage in 10 fathoms $\frac{1}{2}$ mile from the shore, at a spot 2 miles south-south-east of the fort.

could be utilized. These houses are two storied and of brick. There is no stone in the country.

Harbour authorities and pilots—The British India Steam Navigation Company has three regular pilots, Arabs, who know the river well. They were formerly *nakhudas* of *baghalahs*. The Euphrates and Tigris Steam Navigation Company have also two pilots. The quartermasters of the river steamers would also be able to pilot steamers up the river. There are many Arabs who are constantly going up and down the river in *baghalahs* and would prove useful in bringing steamers up the Shatt al 'Arab.

MUHAMMAREH

Anchorage.—(a) Inner Anchorage $\frac{1}{2}$ mile from the landing place. It can only be used by small steamers up to 600 tons. It cannot be used if the Karun be in flood. There is not room to swing.

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Following launches are also available —

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Landing—Landing places of unlimited extent can be found anywhere on either side of the Hafar canal, the Shatt al 'Arab, and the Rahmanshir canal, from barges or launches. A supply of 30 feet planks is necessary. Date palm logs are available for building piers, etc., and barges might be used as pontoons. Landing is muddy work, but not difficult except for animals. Landing should not be attempted during strong ebb tides. The rise of tide is 6—9 feet. The following wharves would be useful for landing stores etc.

Anglo-Persian Oil Company's jetty on 'Abbadan Island at which steamers drawing 25 feet can berth

Customs wharf, Muhammarch	50 yds long
Lynch's wharf, Muhammarch	50 do.
Nasim Company	No details.

About 200 coolies are always available

Fao

Anchorage—Steamers could anchor in the channel of the Shatt al Arab inside the bar, which is about $\frac{1}{2}$ mile below Fao fort (see pages 14 and 15). There is no anchorage other than the Shatt al 'Arab suitable for effecting a landing near Fao.

Landing—At high tide landing by boats is not difficult at

At the civil station of Fao, which is about 4 miles above the fort there is a rough stone jetty with water deep enough at the end of it for native *dhows* or ship's boats.

In case troops had to land over mud or were obliged to cross any creeks after landing, it would be advisable to have a supply of 30' planks or other bridging material. Date palms might be utilised.

UNM QUAY.

Anchorage.—There is good anchorage in 10 fathoms $\frac{1}{2}$ mile from the shore, at a spot 2 miles south-south-east of the fort. A breast of

the fort there is only 3 to 4 feet of water at high tide. The anchorage may be considered sheltered as, although the country around is low lying, the anchorage is practically a land locked area $\frac{1}{2}$ mile square. Ten vessels, such as H M S "Sphinx" or such as the British India Company's ships usually employed in the Persian Gulf, could anchor in it in any formation considered desirable.

There is good holding ground, a sandy muddy bottom. There is no strong sweep of tide or current and there are no dangers in the anchorage basin. Boats could not get shelter from hostile fire, but ship's guns would command the whole country around, it being flat and open.

unlimited inland. There are no obstacles to the movements of troops.

Horses or mules would have to swim ashore unless flats and a jetty were used.

A landing jetty could be made, there being good holding for piles, but no materials are available locally.

There are no boats to be had locally, but plenty could be got from Kuwait, (See page 40). Steam and motor launches could be used.

The country around is flat and open and Jabal Sanam, 8 miles north west of Umm Qasr, would be a good situation for a visual signalling station to communicate with Umm Qasr and Basrah.

For Umm Qasr see also page 34.

KUWAIT BAY.

Starting from Ras al Ardih, the coast-line forms a bay with shallow water as far as Ras al-'Ajuzab, a low point 6 miles to the

north westward. Native boats anchor 2 miles to the south-east of this point, in shelter from the *shamal*

The approach to the entrance to the bay, though it lies through shoals and low lying sandbanks, is not difficult. The harbour is buoyed and light is shown on the British Agency flagstaff. There is a beacon on the Ras al Ardh.

The anchorage for large ships off the town of Kuwait lies $1\frac{1}{2}$ or $1\frac{1}{4}$ miles off the north end of the town, and west north west of it, in from $3\frac{1}{2}$ to 4 fathoms.

From Ras al 'Ajazah the coast runs 9 miles south west by west to the bottom of a shallow bay called Dohat Abu Tali. At the entrance of this small bay there is a little barren islet, Jazirat Qurain, about $\frac{1}{2}$ mile from the shore. South-east of this is a small basin with 2 fathoms of water, in which the smaller native boats lie, quite sheltered from all winds. Between Qurain Island and the eastern mainland is the Bandar Shuwaikh creek, with a good depth of water.

Dohat Kadhamah is the name of the bay west of Ras Ashairij. It shoals gradually from 7 fathoms at the entrance, which is 4 miles wide. (This part of Kuwait Bay, until recently, was very imperfectly surveyed, especially with respect to Ras Kadhamah.)

Ras Kadhamah is a low swampy point only just above high water, running out some 3 furlongs from the northern shore of the bay. It is partially protected by a bank of sand, naturally formed.

good holding ground everywhere in Kuwait Bay, but the best anchorage is undoubtedly in Kadhamah Bay, because it is the most sheltered. There appears no reason to doubt that this anchorage could easily be converted into an excellent harbour for sea-going ships by a certain amount of dredging and the construction of jetties and moles.

See also page 37

CHAPTER VII

ADMINISTRATION

General —For purposes of government the locality is divided into two *wilayats*, those of Baghdad and Basrah

In the Turkish system of administration, territory is divided into *wilayats*, these being again divided into *sanjags*, the *sanjags* into *qadhas* and the *qadhas* into *nahiyahs*

separated from the remainder of the Basrah *wilayat* by the territory of the Shaikh of Kuwait and in 1913 virtually ceased to be under Turkey

The population of the whole of the Baghdad and Basrah *wilayats* is estimated at an approximate number of 1,047,000, or about 9 or 10 to the square mile

The Basrah wilayat —The *wilayat* was administered by a *wali*, headquarters at Basrah

In the Basrah *wilayat* the *sanjags* of Basrah and Muntafik were divided into *qadhas* as follows —

<i>Basrah sanjaq</i>	<i>Muntafik sanjaq</i>
Qurnah.	Hai.
Basrah.	Nasiriyah
Fao	Shatrat ul Muntafik.
	Suq asl Shuyukh

The Basrah *qadha* being the headquarter, *qadhas* was administered personally by the *wah* of Basrah

The following were the *nahiyahs* of the Basrah *qadha* :—

Basrah town

Zubair town.

Harthah (north of Basrah).

'Abdul Khasib (Basrah to Za'n)

Shatt al 'Arab (left bank of the Shatt-al 'Arab to Persian territory)

The Fao *qadha* was small, and was believed not to be subdivided into *nahiyahs*

At Basrah His Majesty's Government was represented by a Consul and at Baghdad by a Consul General, who was, also Political Resident in Turkish Arabia.

'ARABISTAN

Persian territory met the Shatt al 'Arab *nahiyah* of the Basrah *qadha* on the left bank of the river Shatt al 'Arab. This part of the Turco-Persian border was demarcated early in 1914, and the boundary follows the Shatt al 'Arab as far as the upper entrance of the Dī'āji creek, 6½ miles by river above the mouth of the Karun the island of Umm ul Khasib and Shamshamiyah being upon the Turkish side, and thence leaves the bank of the river Shatt-al 'Arab in a north westerly direction towards Hawizeh

The whole province of 'Arabistan is nominally under the Persian Government. The seat of Government is Shushtar, but of late years, the Governor Generals have spent most of their time at Dizful, owing to their unpopularity at Shushtar, where there is great rivalry between the Shaikh and the Bakhtiaris with regard to predominance. The Shaikh of Muhammarch is almost independent of the Persian Governor General at Shushtar, and controls all the Arab tribes of 'Arabistan. The districts of Fallahiyeh, Jarrah, Ma'shur, and Hindiyan are under tribal chieftains, who are also responsible to the Shaikh for good government.

Ahwaz is managed through a Deputy Governor with headquarters at Bandar Nasiri. He only acts under the Shaikh's orders and has but little power.

Muhammarch is managed through the Naib-ul Hukumah who is practically the head of the police. In most matters

however, the government of the Shaikh is personal and extremely stringent.

Apart from the towns the chief factors in administration and politics seem to be the different tribal divisions

- (1) The *Al Kathir*, with the *Sagwand*, administer the country west south west and north west of Dizful. They are ruled by two chiefs both of whom are recognised by the Persian Government. The control of the country and the tribesmen and the collection of revenues is left entirely in their hands
- (2) The *Sagwand* move about from place to place in Luristan. They pay an annual tribute to the Shah, and their relations with the Fahl Lurs appear to be good, but they are under no control except that of their chiefs which is not very close
- (3) The *Dirakand* of *Luristan* have a wholesome respect for the Wali of Pusht i Kuh, and scoff at the sovereignty of the Shah
- (4) The *Kuhgalus* are for the most part nominally under the Governor of Behbahan, who is under the Bakhtiari Ilkhan. Each division has its own chiefs who are responsible for the annual tribute. So long as they pay tribute and live peaceably, their internal government is not interfered with, but they are usually in revolt against any authority trying to collect revenue
- (5) The *Lurs of Pusht i Kuh* or *Fahl Lurs*—The Wali of Pusht i Kuh is the hereditary ruler and representative of the Persian Government. Amongst his subjects he is the supreme power on earth. Between him and his people intervene two classes of agents
 - (a) His administrators, amongst whom are a few of his relations to whom he entrusts the control of districts and tribes
 - (b) The *Kadkhudas* or headmen of tribal sections.
- (6) The *Bakhtiaris*—The two chief families are the Ilkhan and the Haji Ilkhan. Neither party can carry on the administration single handed and the custom approved of both by the Bakhtiaris and the Persian Government, is to appoint the Ilkhan from one family and the

Illegitimacy from the other. Their notorious jealousies and want of unanimity are detrimental to the efficiency of their administration, as discord causes the personal allegiance of their subjects to be unreliable. Such discord affords opportunities for interference by the Persian Government, and for hostile intrigue from outside.

There is a British Consulate at Muhammareh, and a Vice Consul at Ahwaz, who deals with the Bakhtiari, and moves to Isfahan in the summer.

The hereditary Shaikh of Muhammareh is a personage of some importance, as he is the ruler over the whole of the southern portion of the Persian province of 'Arabistan, and, though nominally subject to the Government of Tehran, he is in great measure independent of the Persian Central authority. Thus, although he pays a certain tribute in return for the freedom of administrative rights and while there is a Persian customs official at Muhammareh, the latter is only there by agreement with the Shaikh.

As regards relations with Persia, in addition to the customs officials at Muhammareh, Mashur, and Hindiyan, there are Persian post and telegraph offices. There is a Persian Foreign Office representative at Muhammareh.

There is a British post office attached to the Consulate.

Eastern shores of the Gulf

The whole of the eastern shores of the Gulf are Persian territory. Around Muhammareh and down to the shores of the Gulf proper is the locality known as Southern 'Arabistan, continuing south to the Gulf of Oman are what are known as the Persian Coast Districts, the last of which adjoins Persian Makran lying on the Gulf of Oman and outside the Persian Gulf.

The coast "districts" of the Persian Gulf proper contain the ports of Bushire, Lengeh and Bandar Abbas, the only places where the administration is carried out by Persian officials under direct control of the Central Persian Government. In the other localities, the Government is farmed out in different degrees to local or other chiefs.

Bandar Abbas there are British post offices with a hospital at the former place and all quarantine arrangements under British supervision. Practically all the trade at Bushire, Lengeh and Bandar 'Abbas is British though several other Powers are represented by Consular agents at some of these ports.

For Kuwait see page 41

For measures weights and currency see Appendix D page 189

C Disembark at Muhammareh, thence by land, along eastern bank of Shatt al 'Arab

D Disembark at Umim Qasr, thence by land

E Disembark at or near Kuwait, thence by land

From Basrah onwards there are only two main routes towards Baghdad, namely —

(1) By River Tigris

(2) By road on the desert side of the River Euphrates.

The most important route is the one by the river Tigris, which is the only one that can be used for the transport of large quantities of goods. The route by the river is the most direct, but it is also the most difficult, as the river is very shallow and the banks are very high. The route by the desert is the most difficult, but it is also the most direct, as it is the shortest route between Basrah and Baghdad.

chief difficulties

A track leads over the plain and along the right bank of the river to Musal, but for some stages north of Tikrit it is not passable for wheels, and water is scarce as the river bank cannot there be approached.

Few supplies are obtainable, except from Bedouins. An easy track, with khans at intervals leads from Baghdad along the left bank to Samarra, a Persian place of pilgrimage.

There is an important route to the north east leading into Persia by Khaniqin and the Tak i Girreh pass up to Kurmanshah.

There is a well used caravan route from Amarah and Kut al Amarah, generally following the left bank of the Tigris, and crossing the Diyalah by a bridge of boats near its junction with main stream. An important route, along which a rough kind of diligence plies, leads from Baghdad to the celebrated shrines of Karbala and Najaf, and another to Hilla and Diwaniyah.

From Baghdad westward along the Euphrates to Damascus and Aleppo the route crosses the plain towards a bridge at Fallujah over the Euphrates.

For river navigation see Chapter VI Page 92 *et seq*

For details of Routes see end of this chapter. Page 123

'Arabistan.

The principal means of communication is by the Karun river. The road communications consist of a caravan route

along the right bank of the river to Dizful, and tracks to Fallahiyeh

Troops moving up the Karun by land from Muhammareh would follow the right bank until the marshes on the left bank in the Muhammareh district were left behind. The tracks to Fallahiyeh are practicable for transport animals.

The Karun River—The value of the Karun river as an inland water line of communication is somewhat discounted by its tortuous windings, by the rapids just below Ahwaz, which necessitate a break of bulk at Bandar Nasiri and the fact that specially constructed boats are necessary for its navigation.

(The steamboats available are given on page 99.)

There would be no difficulty in transporting infantry and supplies up the river to Bandar Nasiri, but the steamers and barges are not suitable for carrying animals. Ordinary vessels of 5 or 6 draft can safely navigate the river as far as Bandar Nasiri but when the river is low even vessels of only 3½ draft have difficulty over the 20 miles below that place.

The rapids at Bandar Nasiri are passable by towing but are a serious obstacle even to native boats. Moreover the boats which ply on the lower reaches of the river, are not suitable for working the reaches above Ahwaz.

At Bandar Nasiri a tramway, 2,500 yards long with a gauge of 3, conveys goods from the foot of the rapids to above Ahwaz for re-shipment. There are 6 trollies in use, each drawn by one horse. Above Ahwaz steamers of light draft can be used to supplement land transport as far as Shalali.

The point of the Karun from which to reach the oil fields at Maidan Nasiri is Darreh Khazineh. Troops could cover the distance from Darreh Khazineh to Maidan Nasiri in 48 hours. The road is fit for wheeled traffic. They might as an alternative go along the pipe line from road which leaves the Karun river bank at Bandar Qir. There is a road all along the pipe line.

The Anglo-Persian Oil Company run their motor cars freely between Muhammareh and the oil fields.

The Abidreh is navigable within 14 miles of Dizful. Native craft and rafts are used for transporting grain and supplies Shushtar and Dizful to Ahwaz.

On the whole the Karun river is eminently useful for transport purposes both in the earlier stages of operations, and also for keeping a force supplied with necessities. To utilize it for transporting animals would entail the special adaptation of the existing barges, and the use of an inordinately large number

Baghdad Railway

Anatolia

The first section of the Baghdad Railway, Konia to Bulgurlu, was opened up in October 1904, but work was not seriously started till 1912. In the beginning of this year the laying of the rails east from Aleppo was —

Baghdad
Musul Section

In June 1912, material for the railway was landed at Baghdad by Messrs Lynch and a Turkish Company. On the 29th July 1912 work on the Baghdad Musul Section was started.

State at end
of 1912

At the end of 1912 the state of the work on the railway was as follows —

- (1) Konia Ulukishla Section completed
- (2) Ulukishla Karapınar, 32 miles, opened on the 21st December
- (3) Donak Yenizeh Adana Musul Hamidiye Toprakaleh-Osmaniye Mamouret, about 5 miles, opened in April
- (4) Radjun Aleppo and Aleppo-Jerablus, total 75 miles, opened in December 1912
- (5) Work from the Baghdad end, in December, progressing slowly, the earth work being complete as far as Samarra
- (6) Work progressing slowly on the Toprakaleh (Asmaniye) Alexandretta, Karapınar Donak and Mamouret-Baghcheh Sections

1913

In December 1913, the branch line from Toprakaleh (Asmaniye) to Alexandretta was opened to traffic. Most of the work on the railway, however, ceased during this year on account of the Balkan war.

1914

In January 1914 the Intelligence Officer in the Persian Gulf reported that, in addition to the work mentioned in (5) above all the bridges on the Baghdad Samarra Section and about 3

miles of the line itself had been completed. Great difficulties were being experienced in transporting railway material from Basrah to Baghdad the German tugs imported for the purpose being most of the time under repair.

The alignment for the Basrah Baghdad Section of the line had been selected and was that passing through Musayib, Karbala and Najaf and thence along the right bank of the Euphrates to Zubair.

The alignment of the Khanqin branch was being surveyed and it had been practically decided that it should run almost straight from Khanqin to Sadiyah and join the main line at Samawah. The German officials seemed very anxious to get this branch line opened before the completion of the Muhammareh Khurramabad line and they were expecting orders to start on it daily. It had been estimated by Meissner Pasha, the German Engineer in charge of construction that through communication from Constantinople to Basrah would be opened by December 1917.

On 3rd July 1914 news was received that another section of the Baghdad Railway from Jerablus on the Euphrates to Lal Abiyadh, about 60 miles to the east was to be opened on the 1st June 1914. This has since been completed.

In November 1914 it was reliably reported that the Baghdad Railway running north from Baghdad was complete as far as Samarrah and that it was being used as far as Khan Mashaidiyah for the transport of troops.

Basrah had been definitely fixed as the terminus of the Baghdad railway at the Persian Gulf end.

Tramways, Baghdad - An electric tramway line has been projected, but not commenced (1911), to the suburb of Mu'adhdham on the north, and to that of Qaratrah on the south. A horse tramway, 4 miles in length, runs to Kadhimia, another suburb to the north on the right bank of the river. This place and Mu'adhdham on the left bank are connected by a boat bridge. Fallujah is now connected with Baghdad by tramway.

Projects have been proposed at various times for the establishment of a motor service to connect Baghdad with Damascus and Aleppo, but although it was stated in 1911 that a draft concession had been prepared in favour of a French company, the matter was subsequently dropped, and nothing has yet (1915) been done in this connection.

Telegraphs.

The Indo European Telegraph Department's cable (British) from India, via Bushire is landed at Fao, where there was a combined Anglo Turkish telegraph office, British operators being in charge of the cable terminus. This is now all British.

There is a British telegraph office at Basrah and this line is now connected across the river with Muhammameh.

A Turkish land line along the right (western) bank of the Shatt el 'Arab, went from Fao to Basrah, and thence along the bank of the river Tigris to Baghdad. Another line, branching at Qurnah, follows the Euphrates Valley, via Hillah to Baghdad. From Baghdad the land line continues, via Mosul to Constantinople.

A single branch line strikes off from the Tigris line at Kut al Amarah to Hui, and it is proposed to extend this to Nasiriyah, thus giving cross connection between the two main lines.

A line with two wires runs from Baghdad north to Mosul, and from Baghdad to Kirmanshah and Tehran a line follows the main route through Ba'qalah, Hianqin and Karind, having two wires on wooden poles.

The office in Baghdad is a tumble-down building, and the instruments are badly kept and of inferior workmanship. The

A Persian Government land line goes from Muhammameh to Ahwaz, and from Ahwaz, via Pishbehin and Shirazjan to Bushire. The repair and working of this line was handed over to the Indo European Telegraph Department in 1914.

Wireless

There are wireless stations at Basrah, Fushire and Jashk.

Telephones

There is an overhead telephone from Musan: Naftun to 'Abbadin island, with a branch to Muhammameh, belonging to the Anglo Persian Oil Company. This runs along the pipeline on the left (eastern) bank of the Karun river. The Shakh's palace at Fushyeh is connected by telephone with Muhammameh.

LIST OF ROUTES.

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(b) *Arabistan*

(1) Muhammarch to Dizful (West bank)	167
" " " (East bank)	171
(2) Bandar Ma'shur to Shushtar and Ramuz	173
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The office in Baghdad is a tumbledown building, and the instruments are badly kept and of inferior workmanship. The condition of the telegraph lines is bad, and a slight atmospheric disturbance causes interruption of service. During the winter it is not uncommon for Baghdad to be cut off from all communication with the rest of the world for several days at a time.

A Persian Government land line goes from Muhammarah to Ahwaz and from Ahwaz via Fehlichen and Uruzjan to Bushire. The repair and working of this line was handed over to the Indo-European Telegraph Department in 1914.

Wires

There are wireless stations at Iserah, Eudire and Jashk.

Telephones

There is an overhead telephone from Milan: Naftun to

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(a) *Mesopotamia*

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8 Karbala to Hillah . . .	151
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12 Baghdad to Fallujah; other routes from Baghdad to north and east . . .	163

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Wireless

There are wireless stations at Basrah, Fushire and Jashk.

Telephone

There is an overhead telephone from Mulani Yastun to 'Abdullahiyah, with a branch to Mulan Yastun, belonging to the Anglo Persian Oil Company. This runs along the pipeline on the left (eastern) bank of the Karun river. The British police at Fathichan is connected by telephone with Muhammarah.

LIST OF ROUTES

(a) *Mesopotamia*

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(c) <i>Lateral Communications</i> . . .	176
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ROUTE No. 1.

FROM KUWAIT TO BASRAH.

107 miles

7 stages.

Authorities — Military Report on the Region between Baghdad and the Persian Gulf, 1911

Persian Gulf Gazetteer, 1908

Captain W. H. I. Shakespear, February 1919 and January, 1911.

Captain G. E. Leachman, March, 1910.

Bardley Raunkaer, January, 1912.

Epitome.

General Description — An unmade track, ordinarily practicable for wheeled transport all the way to Basrah but considerable spadework would be necessary at the Mutla' Pass 3 miles north of Jahrah, as well as the spreading of brushwood, or similar material to render passable the soft sand just before the pass reached.

The shortest of the land routes running between Kuwait and Basrah does not follow the one here described but leads from the Mutla' Pass direct to Safwan and thereby saves about 5

the month of April

Water.—Limited and only passably good at Kuwait; plentiful at stage 1; none at stages 2 and 3; limited at 4; plentiful at 5; good and abundant at 6 and 7. It will be noted that there is no water at all between Jahrah, stage 1, and Qashiniyah, stage 4, a distance of 47 miles. Water would therefore have to be stored at the two intermediate halting places, which are optional.

Fuel.—Scarce throughout, except at Jahrah, stage 1, and near Rifa'dhiyah, stage 6

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The shortest of the land routes running between Kuwait and Basrah does not follow the one here described but leads from the Mutla' Pass direct to Safwan and thereby saves about 6 miles. When the Euphrates rises to any great extent that portion of the route lying between Rāfidhiyah, stage 6, and Basrah, is impassable, being sometimes flooded to a depth of 2 or 3 feet. The highest flood season of the Euphrates is during the month of April.

Water — Limited and only passably good at Kuwait; plentiful at stage 1; none at stages 2 and 3; limited at 4; plentiful at 5, good and abundant at 6 and 7. It will be noted that there is no water at all between Jahrah, stage 1, and Qashāniyah, stage 4, a distance of 47 miles. Water would therefore have to be stored at the two intermediate halting places, which are optional.

Fuel — Scarce throughout, except at Jahrah, stage 1, and near Rāfidhiyah, stage 6.

ROUTE No. 1—*contd.*

Fodder—Fair camel grazing throughout, except perhaps at stage 3. Some lucerne is generally to be had at stages 1 and 5.

Supplies—Very limited. Certain commodities are obtainable at stage 1, but at Zulfair, about 4 miles north north west from stage 6, all supplies are plentiful. There is also some cultivation of lucerne and melons in the Dirhamiyah tract, stage 7.

No of stages and total distance	DETAILS
KUWAIT.	An open, undefended town, with a large <i>bāzār</i> , and houses mostly built of stone. The inhabitants number about 1,000. There are no agricultural resources. The drinking water is fairly good, and is from wells.

There are important sea and pearl fisheries, and considerable fleets of boats. Camels are procurable in fair numbers. (See also page 38.)

JAHRAH—20 m ..	General direction about west
20 m.	

To mile 5, the going is soft and heavy owing to sand.

From Kuwait to mile 10, the road skirts the south shore of Kuwait Bay.

From mile 10, the route crosses slight, almost imperceptible, undulations at right angles; but the ground is fairly firm.

Wells called 'Ashauri, Mulkashi, and Jirthamah lie on the north, and others called Jaddiyah, Salubiyah, Umm Qarah, and Qalbiyyah on the south of the route.

At Jahrah, fortified sarai; gardens and houses of Shaikh Small Arab village; permanent population about 500 inhabitants, but in the hot weather there are sometimes six or seven

ROUTE No 1—*contd.*

times that number. Several good wells of drinking water, and several of salt water.

Fuel is very scarce as it has to be brought in 15 miles. Supplies include limited quantities of certain vegetables and lucerne also cows, goats, and milk (see also page 42).

There are sheep and goats, a few cattle, 30 to 40 donkeys and camels belonging to the Bedouins.

4 QASH ANIYAH—47 m North west to mile 3,

to gap in the belt of low

67 m hills which are known as

the Jalaz Zer. This gap is called the Matla Pass, being named from a hill 415 feet high on the east side of it. The hill on the west side is called Mutali ah. Through this gap a small wadi discharges its drainage into the Jahrah plain, it is called Jaul al Mula and has its head near mile 5. A few miles to the west of the Jaul are some hills forming a land mark known as Khashm al Hri. After traversing the pass, and reaching the plateau, the remainder of the route is passable to all vehicles.

The route now turns north by east and runs in a straight line through the tracts of Zaqlah, Qira'al Marru and Yah, the going is level but stony.

At mile 23 the route enters the Batih district, an undulating perfectly waterless desert lying somewhat high, its elevation varying from 130 to 210 feet.

At mile 26 pass 2 mounds known as Hata adh Dhaba.

At mile 29, the low lying tract called Ridhatam falls away to the east.

The route then crosses over numerous slight ridges, the southerly being known as Al Abtah and the northerly is known as Hamar, and passes through the locality of Batih al 'Aul.

At mile 42, the broad, shallow depression of Sal Jarfa is traversed.

The Qish nah we saw in summer and contain good water at this time. Also the hills to the south east are the hills of the sweet water wells of Umm Nijrah.

Route No 1—contd

5 **SARWAN**—10 m. About north east, over slightly undulating, stony desert. Sarwan a village situated on slightly rising ground, just within the Turkish Frontier and consisting of 2 or 3 small enclosures containing a few houses and a date grove, surrounded by a wall and belonging to the Naqib of Basrah. Lucerne and a few sheep are the only crops raised. To the east of the date grove is a post called Jaba.

6 **RAFIDHIYAH**—14 m. General direction slightly east of north. The route runs over a barren, stony ground passable for all arms. It skirts the swamps at the head of Khor Zubair and is above the ordinary flood level.

At mile 14 Rafidhiyah a country residence of the Naqib of Basrah, it is a quadrangular enclosure with bastions at the north and south angles. Water is abundant from 3 wells 12 feet deep. There are a few trees. There are more wells and some cultivation, on the north east side of Rafidhiyah.

7 **BASRAH**—16 m. General direction north east by east. The route at first runs north over a plain with a very slight ascent. The soil is gravelly. There is fair camel grazing and occasional houses with irrigated gardens. The whole of the country between Rafidhiyah and mile 6 is plentifully supplied with water from wells 5 to 6 feet deep, they are especially numerous about mile 4. From mile 3 to 6 there is scattered cultivation of rice, maize, lucerne and dates the pots being surrounded by tamarisk growth. This tract is called Dirhamiyah and the population is about 6 000. There are large numbers of buffaloes, cows and sheep.

At mile 8 site of old Basrah, and 3 miles off the track in a direction south west by west, is Zubair, a well built town situated on slightly elevated ground with a ridge of broken

ROUTE No 1—*concl'd*

ground to the north west, north, and north east. Small quantities of supplies a bazar, no fodder, 4 or 5 wells of good water. In the time of the Euphrates flood a water channel, which approaches the northern end of the town of Zubair, from the direction of Basrah, contains 2 feet of water.

The route turns northeast. It then crosses an open barren plain. The soil is light brown, hard, and dusty, it is free from stones. From mile 6 to mile 10 the route runs in a depression which is liable to be submerged by the Euphrates in high water season, to a depth of 2 to 3 feet.

At mile 11 the date groves and gardens of Basrah commence.

At mile 12, the road enters the town across a small bridge, after which it passes under a built-over tunnel of houses, known as the Bab al Kuwait. Thence it emerges into the bāzār.

Between Zubair and Basrah there is a good, open road, but it is unmetalled.

At mile 16 Basrah British Consulate (See pages 19 and 67)

ROUTE No 2

FROM UMM QASR to BAŚRAH.

45 miles. 3 stages.

Authorities — Military Report on the Region between Baghdad and the Persian Gulf, 1911.

Persian Gulf Gazetteer, 1908.

Epitome.

General description—This route is passable for pack transport and also for wheeled traffic, though the latter would find the whole route very difficult in wet weather, and impassable in stage 3 when the country is under water, as happens when the Fuyhrates comes down in flood. This begins during March, the river generally being at its highest during April. The route

ROUTE No 2—*contd.*

consists of an unmetalled road across the plain, and, though good enough going in dry weather gets very heavy if there is any water about

Water—Plentiful.

Fuel and Fodder—Scarce at stages 1 and 2, but plentiful at stage 3

Supplies—Only obtainable at Basrah. Livestock is to be had in considerable numbers at stage 3, but there is practically none elsewhere

No of stage and total distance	DETAILS
UMM QASR	A small mud fort, with 3 small wells of brackish water, 8 feet deep, and other wells with a plentiful supply about 200 yards to the north of the fort. There are no supplies, and not even vegetables are grown. There is grazing for sheep and camels but not for horses (See page 35)
1 SAIWAN	15 m General direction north-west. The route runs over undulating barren and stony ground.
15 m	This stage is passable for all arms, and is above the flood level.
At mile 8½, two hillocks are passed.	
At mile 15 Safwān, see route No 1, Kuwait-Basrah, which is here joined.	
2 RAFIDHIYAH	16 m See page 128.
31 m.	

ROUTE No 2—concl'd

3 BASRAH .. 14 m. (See page 128)

45 m.

ROUTE No 3

FROM FĀO TO BASRAH

66½ miles

4 stages.

Authorities—Lieutenant A. T. Wilson, 1912

J. Stagno Navarra, August, 1912.

Persian Gulf Gazetteer, 1908.

F. E. Crow and Major L. B. H. Haworth, December, 1912

Epitome

General description—A track regularly used by local inhabitants on their way to and from Basrah, on foot or on horseback, but not for the transport of merchandise, for which purpose

wheels the whole way, except after wet weather, when for as much as a month at a time it becomes too soft to move carts over it. It may be said to follow the telegraph line closely and to keep within two miles of the river, and within a few hundred yards of the date groves, all the way. It is excellent going in dry weather throughout its whole length. From near the fort at Fāo, to Mā'āmrāh, a new dam has been made to keep out the salt water. Horses can go along the top of this embankment, but wheeled transport would have to keep to the west side of it on desert soil and thus is generally bad going for wheels, as it is at this point a salt mud flat which never dries, and is flooded at high tides. This condition, however, ceases above Shaikh Naghamush's village in Mā'āmrāh, 7 m. up stream from Fāo Telegraph Office. At Dūrah, stage 1, and Sāhān, stage 3, the date groves narrow down to a few yards, or are non-existent. The river is deep

ROUTE No 3—contd

in both places, and ships with supplies can be brought close in to the bank

Water—Each village stands on a creek generally providing good and plentiful water. There are no wells but water is always easy to obtain from creeks or the river. The banks would generally require to be ramped to enable animals to get to the water's edge but this would present no difficulty. Near the sea water should be taken with the falling tide, especially when the river is low.

Fuel—A great abundance of date palm wood

Fodder—Plenty of short grass inside the date plantations. Lucerne and barley are extensively grown and in places rice. Outside the date plantations there is no grazing except in spring for sheep.

Supplies—Large quantities of dates and a little straw and barley are obtainable at the hamlets. The best dates are procurable at Durah and Saniyal stage 1 the former tract also producing a few grapes oranges and figs. Meat is generally abundant and milk fairly so. A few donkeys and indifferent horses are to be found in many of the hamlets most of which also possess boats. A considerable number of boats and barges could easily be collected.

No of stages and total distance	DETAILS
FAO	The administrative headquarters of a district of the same name extending along the right bank of the Shatt al 'Arab from the sea upwards for 8 miles, a place of international importance. The station consists of two sets of telegraph offices, one Turkish and the other British and a fort situated nearly 4 miles below the station. The Turkish telegraph quarters
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.	.
.	.

ROUTE No 3—*contd*

single storeyed brick structure of 5 rooms; and near by is a village of huts with a population of 150 souls. Iāo fort is about 500 yards from the Shatt al Arab, but at high tide the water washes up to its walls. It is roughly rectangular, and is out of repair. Its main face looks towards the mouth of the river, and rises about 15 feet above the glaci. It is faced with a light coloured stone. Iāo fort is now almost completely shut in by date groves. Supplies comprise dates, and very small quantities of wheat, barley, lucerne, and vegetables, also a few cattle, and a very few sheep. (See also page 14.)

2 DAWAIR—26 m .. General direction
north north west.

26 m.

The road strikes away from the river through date groves to the desert from near the fort 4 miles below the telegraph station, to Ma'amrah, about 6 miles above it, an embankment has recently been constructed to keep out the salt water at high tide. Horses and men can move along the top of it, but not waggon (see above)

From Ma'amrah onwards the track is over dry hard desert (except in wet weather, when it is very boggy, and after high tide in spring when the river is in flood) and runs just behind the date groves and close to the telegraph line.

Hamle's are met with every half mile or so in the date groves. At mile 7, village of Shaikh Naghamish

At mile 10, village of Mukhrag

A few creeks run about $\frac{1}{2}$ a mile into the desert, but they can easily be circumvented

At mile 18 Dūrah; also known as Sālth I in Ibrahim. mill, and a few sheep and chickens.

The route then enters the Dawāsir district, and traverses tracts as follows —

Faddirhiyah in which is the village of Kūt al Khalifah; Sanjah, and Dawair

3 ZAIN .. 20 m. General direction north-
west.

40 m

ROUTE No 3—*contd*

From mile 27 to mile 33, Island of Zayīdayah.

At mile 33 Dāwīsh district (uninhabited from mile 27) ends, and that of Suhān begins.

At mile 34, village of Khast, 40 huts, country hereabouts barren except for date palms.

At mile 35, the Sathān creek, and beyond it to mile 37½ the district of Saṭīyah, with scattered huts and valuable date palms.

To mile 37½, the district of Qat'ah with 7 hamlets. The Islands of Hāji, Silbūq, Bahīyas, and Qat'ah lie off this tract.

At mile 42½, the southern entrance of the Mutīwa' creek dividing the district of Qat'ah from that of Ruwais, which is now entered. It extends inland for 1½ miles.

At mile 43, district of Umm al Qharb, also bounded by the Mutīwa' creek, here full of fish traps, and with the hamlets of Badr, Rasbān, and Kūal on its banks.

*or Mutīwa' Bah.

At mile 44, district of Mutīwa' with 5 small hut villages.

At mile 44½, the embouchure of the Kāsun river, on the right bank of which, 1½ miles from its confluence with the Shatt al-'Arab, is Muḥammariyah.

At mile 45½, the northern arm of the Mutīwa' creek, across which is the village of Zain consisting of 100 huts and situated opposite Umm al Rasās—on Umm al Khasāif island.

There are 6 or 7 other villages in this district of Zain.

4 BASRAH . 20½ m. West north west.

66½ m. To mile 46½, through the district of Zain when

route enters Fayḍīyah, a tract subtended throughout its length by the island of Umm al Yabībī, and containing 5 hut villages.

At mile 47½, route enters district of Paljāmīyah, opposite which are the north end of Umm al Kh-ṣāif island, the island of Shamshamiyah, and the south end of Tawāsh island.

At mile 51½, tract of Abul Iulūs, containing a dozen small villages.

At mile 52½ tract of Abū Ilgū, 8 or 9 hamlets.

ROUTE No 3—*contd*

At mile 54½ Abul Khasib creek, with the town of that name on its north bank, 2 miles from the creek mouth. Large *lādī*, 12,000 inhabitants. Vast groves of date palms, 1,000 cattle, 3,000 sheep and goats, 300 horses, 500 donkeys, and 50 camels.

At mile 55½ village of Labīm, 350 souls, 3 mud and brick houses and some huts.

At mile 56, village of Nahr Kīr, 2 miles up a creek of the same name. 100 yards south of it of Abul Hamad, 70 inhabitants also a well built mansion.

At mile 57, village of Abu Maḥarrāh, 2½ miles up a creek which joins the river near Sabiliyat, a village containing 400 souls. Just above here is Singar, a village of 1,300 souls; several well built brick and mud houses.

At mile 58½, Yahudi village and creek, nameless tomb near mouth of latter.

At mile 59 Hamadīn *as* Sighir, 100 souls.

At mile 60½ Tajat al Arab on Hamdīn creek, 400 souls. Town of Hamdīn 2½ miles up same creek, 30 to 40 well built houses, and many huts, 11,000 souls. Grazing good, many date palms, 2,500 cattle, 1,000 sheep and goats, 40 horses and 200 donkeys.

At mile 60½, hamlet of Yurifīn, 600 yards above it, settlement of Baṭ Na'amālī with a palatial mansion.

At mile 61½, village of Muḥarrīn, 1,500 souls.

At mile 62½, village of Maḥaulat *as* Zahār, 200 souls.

At mile 63½ village of Sarājī, 2,000 souls, ½ of a mile above here is the Barādhīyah creek with hamlet of same name 1 mile up it, 600 souls.

At mile 64, village of Khorah 2 miles up creek of same name 4,000 inhabitants, about 30 brick houses.

At mile 66½, Būrah (See pages 19 and 67.)

ROUTE No 4

FROM BASRAH TO BAGHDAD.

502½ miles.

*Authorities — Military Report on the Region between Baghdad and the Persian Gulf, 1911**Lieutenants Gardner and Hamilton, January to May, 1907**J. G. Lorimer, 1912**Eptome.*

General Description—River route. The distances in the following route have been measured off Gardner and Hamilton's Sketch Survey of the Shatt al 'Arab and the Tigris.

No of stage and total distance	DETAILS
QURNAH	43½ From the sea to the junction of the Euphrates and the Tigris
at Gurmat 'Ali at mile 5½, the river is called the Shatt-al Arab	

Above Basrah the banks are low and fringed with date plantations. A few villages, clusters of mud huts, are scattered among the trees, and herds of cattle, sheep, and buffaloes graze along the banks. Much rice is grown between Basrah and Qurnah.

Qurnah is a place of 700 houses on the west bank of the Tigris, on the actual promontory at the old junction with the Euphrates.

There are a few 2 storeyed brick houses on the bank, with gardens and date plantations. It was the seat of a Qaim Maqam under Basrah.

There is a telegraph office; the two lines from Baghdad, one by the Euphrates, and the other by the Tigris, join here. From Basrah to Qurnah are two wires on iron poles.

ROUTE No 4—contd

The date plantations extend some 4 miles above Qurnah, but after that only a few solitary clusters are to be seen until near Baghdad.

Above Qurnah begin the great marshes of the Tigris and Euphrates which extend between the rivers, and as far as Hawizeh to the east.

In spring the country is under water, with little visible but tall reeds and sedges.

The marshes to the east are formed by the overflow of the Karkheh Tib, and Dawairij rivers from the Pusht-i Kuh mountains. One outlet called by Europeans the *Hadd*, but known

Qurnah.

AL AZAIR	| 28½ m | 72½	Pass Al 'Azair (Ezras Tomb), a group of buildings on the
		Above
		Narrows
		The

AKS ASH SHAI	11½ m | 84 m	This most difficult
TAN OR THE DE		turn is called by Eu-
VL'S ELBOW		ropeans the Devil's

Elbow, also requiring careful navigation.

QASR SA'IDAH		The Muntafik and the Al Bu Muhammad
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Arabs cultivate some ground near Qasr Sa'idah. They live mostly in reed huts and use long, narrow boats

Pass Qasr Sa'idah, a small mud fort.

QAL'AT SALIH	15½ m | 99½	Pass Qalat Salih, or Shatrah, the seat of a Qaim Maqam, on the east bank, 500 houses some of Sabians. It is the centre of a <i>qadha</i> under Basrah and steamers only stop when they have cargo.
--------------	-------------	--

ROUTE No. 4—*contd*

There is a telegraph office, the line being carried across the river on high poles so as to clear the funnels of steamers.

In Qal'at Salih are a few gardens of fruit and date trees; high mud walls

The river gradually widens above this, having a belt of wheat and rice cultivation on both banks.

At mile 12 above Qal, at Salih the banks get slightly higher. Barley, wheat, maize, millet, sesame, and rice are the chief products

ABU SALJAN	..	..	..	The wheat and barley extend in a
				bank, with a <i>zicrat</i>

'AMARAH	..	31½ m | 130½	'Amarah is on the east bank, and con- tains 1,500 houses.
with a small, well supplied <i>bāzār</i>			The population are settled

There is a bridge of boats, of 23 light wooden pontoons, covered with bitumen, each 25 feet long and 10 feet broad, with a freeboard of 6 feet. The waterway is 12 feet, and the roadway 20 feet wide, of wood, with fascines covered with clay

'Amarah is a thriving place, exporting wheat and barley from the country along the Chahalah (Hadd) channel. Between 'Amarah and Dizful, in Persia, there is a certain caravan traffic.

ROUTE No. 4—*contd*

Along the east bank there are a few date plantations and gardens

At mile 15 above Amarah cultivation ceases. At 'Amarah the river is 250 yards wide, and up stream becomes wider, less water losing itself in the marshes.

(See page 102)

'ALI ASH SHARQI 42m. | 172½m. Pass 'Ali-ash Sharqi, a small shrine on the east bank in a grove of trees

FILAFILAH . 20m. | 192½m. Two hours higher up on the east bank is Filafilah, 50 Arab mud huts with small gardens and a few date trees.

'ALI AL-GHARBI 17½m. | 210m. 'Ali al Gharbi is a place of 300 mud houses on the west bank, with some brick houses of officials and merchants, a small post of zaptihs (police) and a Telegraph Office. A certain extent of the country round is usually under wheat and barley. Steamers only stop when they have cargo or passengers.

The river is 300 to 350 yards wide, and the banks slightly increase in height. At 'Ali al Gharbi the river makes a wide eastern bend, and approaches to within 30 miles of the Pusht-i-Kuh range, on the Persian Frontier.

KUT AL-AMARAH 73 m. 283 m. Kut al Amarah is 28½ miles from Basrah following the winding of the river, and 220 miles from Baghdad. It is on the east bank, contains about 500 houses of settled Arabs and Lurs,

quartered here, used chiefly for overawing the Banu 'I

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ROUTE No. 4—*contd*

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KUT-AL-AMARAH 73 m 283 m. Kut al Amarah is 285 miles from Basrah following the winding of the river, and 220 miles from Baghdad. It is on the east bank, contains about 500 houses of settled Arabs and Lurs, emigrated from Persia, with a row of better houses along the river front. The barracks are a square building at the west end. There is a telegraph office connected by a short branch line (2 wires) with the main line, which crosses a loop of the river 6 miles to the east. Occasionally there are Turkish soldiers' quarters.

ROUTE No. 4—*contd*

Arabs, who roam over the desert towards the Pusht-i Kuh. There are, however, no troops there at present (August, 1912)

A small fringe of gardens, irrigated by lifts or *chards*, from the river, with a belt of country under barley and wheat, extends on both banks. Kut is a thriving place, and a regular stopping place of steamers. The district and country along the Gharaf stream produce fair quantities of grain.

A caravan route leads from here through Jasan and Badrah to Mandah, and forms the outlet for the trade of those districts. A difficult hill track leads by Zurbatuh and Deh Bala to Kirmanshah.

A caravan route lies across the desert to Baghdad, following the general direction of the Tigris, and crossing the Diyalah at the boat bridge, at its junction with the Tigris.

Occasional caravans come from Shushtar and Dizful along the foot of the Pusht-i Kuh, but the Ban-i Lam Arabs have made this route insecure.

The northern entrance of the Gharaf stream is opposite Kut. It can be navigated by native boats when the water is high in spring.

The Tigris at Kut is 400 yards wide, and above it the banks become higher.

BAGHAILAH.— 47 m. 330 m. Pass Baghailah, a settlement built in 1885, containing 100 houses on the west bank, and fairly thriving.

'AZIZIYAH. .. 59 m. 389 m. 'Aziziyah, 60 houses on the east bank, with a telegraph office.

tracts of fertile country, uninhabited except by a few wandering nomads only requiring irrigation to become fruitful.

ROUTE No 4—contd

BAGHDADIYAH 21½ m 410½ m Enter a wide loop of the river in which are the ruins of a mud fort called Baghdadiyah, on some low sandy mounds, rising, 100 feet above the river which winds very much here

SUWAIRAH 10 m 420½ m On the west bank, near the north end of this loop, is Suwairah, a settlement of 50 houses.

A few gardens behind the village and a small mud fort at the north end of the place, 100 yards square with loopholed walls 20 feet high and circular flanking towers at the corners for defence against Arab raids. A khān about 1 mile above the village

CTESIPHON .. 50 m 470½ m Enter a long bend, near Ctesiphon, which doubles back almost on itself. The Arch of Ctesiphon, or the Taq i Kisra, stands in the chord of the bend overlooking the ruins of Seleucia on the west bank, and Ctesiphon on the east. It is a good landmark, visible 3 hours off.

There was a small gunpowder factory on the west bank, which utilized the saltpetre found in the vicinity, but it is now unused.

DIYALAH RIVER .. Pass the mouth of the Diyalah. Several small mud villages of both banks, while the fringe of cultivation on the banks become nearly continuous

There is a boat bridge of 13 pontoons over the Diyalah near the junction of the Baghdad Kut al Amarah route.

Below Baghdad and above the mouth of the Diyalah, is an island with brushwood and trees the banks are lined with date gardens ¼ to ¾ mile from the bank beyond which is an extent of cultivated country. Each date garden is surrounded by a high mud wall and irrigated by water lifts

ROUTE No 4—*concl'd.*

BAGHDAD 32 m 502½ m A sharp bend of the river brings Baghdad into view, and the British Residency is reached 503 miles from Basrah by river, though much less in a straight line.

At Qararah, about 3 miles above the junction of the Diyala, is a boat bridge of 40 pontoons over the Tigris.

Baghdad is the capital of Iraq and is built on both sides of the Tigris, undefended, but almost surrounded by a raised road, many 3 storeyed houses of brick 4 000 shops, over 200 khans, and many mosques population, about 140 000 Water for drinking purposes is obtained either by means of pipes from the Tigris, or as is generally the case, from carriers A large number of houses possess wells but the water in them is not drinkable Fuel is abundant and fodder (for cattle, donkeys, mules, camels etc) is fairly so, that for horses being indifferent Supplies consist of rice, wheat, barley, and other cereals, also fruit and vegetables Livestock plentiful, domestic birds in considerable numbers

(See also page 30)

ROUTE NO 5

(a) FROM NAJAF TO BASRAH

305 miles 14 stages

Authorities.—Captain G E Leachman, March and April 1910

Persian Gulf Gazetteer, 1908

Lieutenant Colonel Chesney, 1837

Epitome

General Description — In easy desert route along the southern edge of the Euphrates Valley The soil is mostly firm sand and gravel, and the going is good

Water —Plentiful throughout It is usually brackish but drinkable, except at Qasr Ibn 'Ansari, stage 4, where it is fit for animals only

ROUTE No 5—*contd*

Fuel and Fodder—Plentiful throughout, except during stages 1 to 4, especially in spring. Lucerne is obtainable at stages 6, 7 and 13, but in limited quantities only.

Supplies—Limited at Samawah, stage 3, and fairly plentiful at Zubair, stage 9. Elsewhere *en route*, nil.

No. of stage and total distance	DETAILS.
1 27 m	QASR AR RUHA IMI 27 m. South-east The route descends sharply from the ridge on which the town is situated, and then lies along the edge of the Bahr an Najaf

At mile 27 Qasr ar Ruhami, a small village situated on the plain known as Ghufirat-al 'Iraq

2 43 m	SHINAFIYAH 16 m East by south The route runs across an open plain. At mile 2 Shai'b Hisib; in February 1879 about 5 miles higher up, this Shai'b held a running stream which was sufficient for the Hajj (4,000 men and 3,000 camels, at a low estimate), it is said to be perennial. There are acacia trees and pasturage. The route then runs along the edge of the Bahr i-Shinafiyah
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At mile 16 Shinafiyah, a town of about 3,500 inhabitants, situated chiefly on the north bank of the 'Atshan continuation of the Shatt-al Hindiyah just below its exit from the Bahr i-Sh'nafiyah

The dwellings are principally huts, and there is a *bāzār* of 60 shops

3 99 m	SAMAWAH 36 m East south-east The route runs along the south bank of the Shatt al Hindiyah.
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At mile 4, Sa'id Mashkur

There are occasional patches of cultivation and small groves.

ROUTE No 5—*contd*

At mile 36, Samawah, a town of about 10 000 inhabitants. It is divided into two parts by the river, the chief part, including the Government buildings is on the south bank, but the barracks are on the north bank. There are brick houses in both quar-

for local requirements. Livestock and transport animals, except camels, are owned by the surrounding tribes, but it is impossible to estimate the numbers that might be forthcoming if required.

4 QASR IBN 'ANSAR 30 m South east.

139 m. The route leaves the river and runs over soil encrusted with salt and of the nature of quicksand. Fuel everywhere; grazing excellent.

At Qasr Ibn' Ansar there is a large pan of very brackish water drinkable for animals.

5 QASR NABAH 30 m South east.

169 m. At mile 7 Qasr ad Dughaim a ruined fort, a pond of very good, and only slightly brackish, water. Qasr Nabah, a strong fort standing in a depression.

6 QASR BIR 25 m South east.

SHAGHRAH. Very good going over sandy gravelly country, with much bush.

At mile 10, Qasr Abu Ghar, from which a track runs north-east by east to Suq ash Shuyukh, about 20 miles.

Qasr Bir Shaghrāh a large mud fort overlooking a wādī one mile broad and falling into the Euphrates valley. Near the fort is a *nagrah*, or water pan.

7, 8, & 9 ZUBAIR .. 85 m. At first north east along the right bank of a wādī. At mile .. 14

209 m. Khamisiyah; large village with good water

ROUTE No 5—concl'd

Route now runs generally east-south east. To the south an undulating desert of sand and gravel, to the north the ground falls to the Euphrates.

Zubair is a small town with a few wells. It is a fertile country round is desert except to the south east, where lies the fertile tract of Dirhamiyah, in which are the wells supplying drinking water to Zubair. It produces melons and lucerne. Zubair has a few civil police, and about 20 Turkish soldiers under an officer.

country round is desert except to the south east, where lies the fertile tract of Dirhamiyah, in which are the wells supplying drinking water to Zubair. It produces melons and lucerne. Zubair has a few civil police, and about 20 Turkish soldiers under an officer.

10	BASRAH (CITY)	9 m.	North east by east.
277 m.			along a cart road which is above the ordinary flood level.

At mile 3 the ruins of old Basrah, several miles in extent. From here to the outskirts of Basrah city the road traverses a depression sometimes flooded to a depth of 2 or 3 feet by the overflow, not of the Shatt-al 'Arab, but of the Euphrates near Madinah (in Iraq).

ROUTE NO 5-B

FROM NASIRIYAH TO BASRAH

115 miles 5 stages

Authority—Military Report on the Region between Baghdad and the Persian Gulf, 1911

Epitome.

General description—To stage 1, by the direct route, the

would, however, take 2 days to traverse. Up to within 15 miles

ROUTE No 5-B—*contd*

of Basrah the route is a good, open, desert track, passable for all arms

Water—Sufficient for small caravans throughout, but is generally brackish

Fuel and Fodder—Plenty of desert bushes and camel grazing

Supplies—Nil, except at Nasiriyah, Suq ash Shuyukh, Khamisiyah, Zubair, and Basrah (See page 27 *et seq*)

No of stage and total distance	DETAILS
NASIRIYAH	An unwall'd town situated on the left bank of the Euphrates, containing
1	KHAMISIYAH
30 m	General direction east south-east
30 m	The direct road from Nasiriyah to Khamisiyah is bad, it is cut up in many places by water-channels, and passes through low, marshy ground

At mi'e 19, Suq as Shuyukh

At mile 30, Khamisiyah, a large village about 10 or 15 miles below Suq ash Shuyukh, and perhaps 3 miles from the river. Three creeks leading from the river unite at Khamisiyah

It is a Turkish military post, and possesses good water

From here Route No 5 (Najaf to Basrah) may be joined at Qasr Bur Shagrah, and one of the desert tracks followed to Basrah.

ROUTE NO 6

FROM NAJAF TO TAWAIRIJ.

31 miles

2 stages.

Authorities—Lieutenant Colonel L S Newmarch.
Persian Gazetteer, 1903

Epitome.

General Description.—The following is not apparently an established route but it may be used as a line of communication in the cold weather

Water—Abundant throughout.

Fuel and Fodder—Abundant throughout.

Supplies—En route, except fuel and fodder, nil.

No of stage and total distance	DETAILS		
1	KILIL ..	.. 18 m.	North by east.
18 m.	At mile 7 the Salalah canal, empty and broken, is crossed with difficulty, and the country, hitherto		
desert changes to a fertile plain with low hills and a few villages.			
<p>Shatt al Mulla the road runs eastwards to mile 8½ to the right bank of the Shatt al Hindiyyah, following which in an upward direction to about mile 13 the village of 'Amran is passed, lying about half a mile to the westward. The way continues up the right bank of the Hindiyyah until a point opposite to Kilil on the left bank is reached, at this spot the Hindiyyah, is 200 yards wide. The minaret of Kilil comes in sight shortly after the departure from Najaf, and Khan Musalla, on the Karb la Najaf road, is described to the left soon after striking the Hindiyyah.</p>			
2	TAWAIRIJ ..	.. 13 m.	North north west.
31 m.	To about mile 5 the road still follows the		

ROUTE No 6—*contd*

right bank of the Hindiyah but beyond that place unbridged canals from the river make a diversion to the left necessary. At mile 11 from Kifl the road has diverged from the Hindiyah 3 miles to westward and Brs Nimrud and Khan Hamad are then apparently, both visible the former on the right and the latter on the left hand. At mile 20 the Shatt al Mulla, here a large canal 40 yards wide and 8 feet deep is crossed at a village of the Qarait tribe, and at mile 21 a branch, the Zibdiyah, here 12 yards wide and 3 feet deep is crossed also, a boat is sometimes used to take baggage over the Zibdiyah. The road then bends round to the east of north, and so continues until Tawairij is reached.

For Tawairij, see page 152

ROUTE NO 7

FROM KARBALA TO NAJAF

47 miles

4 stages

Authorities—Lieutenant Colonel L S Newmarch December 1905
Persian Gulf Gazetteer 1908

Epitome.

General Description—This is the route that is used for wheel and Najaf edge of the Husainiyah canal and from the Shatt-al Hindiyah

Water—Very limited throughout stage 1, very abundant from a stream in the middle of stage 2, and sufficient from wells at stage 2, plentiful at stages 3 and 4

Fuel and Fodder—Generally limited, good grazing during the latter part of stage 3

Supplies—En route nil

For Karbala see page 30

ROUTE No 7—*contd.*

No of stage and total distance	DETAILS	
10m.	KHA\ NUKHA ILAH.	10 m South east by south The road from Kar bala to Nukhailah runs through flat, featureless desert to the west of it is a veritable ocean of golden sand.
100 m	100 m	square with walls 19 moderate 400 horses cubicles for sleeping galleries of stables. There are two other small khans at this place, each of which would hold 50 horses and 20 men. No supplies are obtainable except a little chopped straw
24m	2 KHAN HAMAD ..	14 m. South-east by south. About midway be tween Nakhailah and Khan Hamad a stream 50 yards wide and 4 feet deep said to be a branch of the Shatt al Hindiyah, is twice struck on the
<p>Khan Hamad consists of a large walled enclosure, 250 yards long by 100 yards wide, with 5 caravanserais inside it open- sual arched cubicles s of the enclosures above the roofs of led against rifle fire. There is accommodation for 500 horses and 1 000 men Besides the large enclosure there are 2 or 3 small khans and about</p>		

NOTE.—Thalul riders and others do this journey in one stage and travel direct to Najaf without touching at Khan Hamad. By so doing the distance is reduced to about 44 miles.

ROUTE No 7—con'd

50 ordinary mud houses. Water is from wells and is said to be always sufficient, but food and fodder are scanty. To the south of the place is sandy desert, and to the north and east of it are about 400 date trees.

3 KHAN MUSSALA
 (or KHAN MIRZA)

12m. South south east.

36m.

The road is sandy for some distance after

leaving Khan Hamad it runs between the pure desert on the right and low lying lands, connected with the Hindiyyah, on the left, these last are liable to inundation, but have good grazing during the cold season. About 3 miles short of Khan Musalla the going becomes better

Here is a large walled enclosure, containing two caravan sarais which lead one into the other. Outside are 2 small khāns and a few coffee shops and about 200 yards to the east wards are some 30 Arab huts. The place would hold 800 horses and 600 men, but there are practically no supplies. Water is obtained from wells and from a canal which comes from the Shatt-al Hindiyah.

4 NAJAF

11 m South south east

47 页

From Khan Musalla
to Najaf the road lies

over fine sand and the going is heavy.

At mile 11 Najaf, a town of some 30 000 inhabitants, situ

It has walls

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nal, which

soltaine 1

a few days

the town

of natural

is imported

resources being in the desert. All supplies etc. are imported. There is a large *caravanserai* T O P O This place is also well known as Mishkhat 'Ala (See also page 29)

ROUTE No 8

FROM KARBALA TO HILLAH

27 miles

2 stages

Authorities —Major Neumarch, March 1905
Persian Gulf Gazetteer, 1908

Epitome

General description —In ordinary weather and in the absence of floods this route is an easy one for all but vehicular traffic in favourable circumstances and with preparation of the canal crossings near Tawairij (stage 1) and improvement of the bridges near Hillah (stage 2), it might perhaps be made passable for wheeled transport

Water, Fuel and Forage —Abundant.

Supplies —En route, nil, except at Tawairij, stage 1, where there is a good deal of rice and limited quantities of wheat and barley also some livestock

No of stage and total distance	DETAILS	
KARBALA	..	See page 30.
1	TAWAIRIJ .. 13 m	South east.
.	.	.
.	.	.
.	.	.

gation but it sometimes spreads over the road and spoils it in places. About mile 5 or 6 miles the road skirts the village of Sulaimaniyah upon its southern side; and beyond this village is a bad slough which in time of flood can only be passed in boats.

ROUTE No 7—*concl'd*

At mile 10½ the Dawahiyah, and at mile 12 the 'Abd 'Aunīyāt, (both canals from the Shatt al Hindīyah) are passed by fording. From mile 11 the route is very sandy. The single line of telegraph which connects Karbala with Tawairij follows the route described and is carried upon iron posts, but at the Dawahiyah and 'Abd 'Aunīyat crossings it is slung upon high wooden masts.

There are no buildings or shops, but a few small huts are scattered about. The water from the Shatt al Hindīyah is plentiful. A large *entrepôt* for rice, limited quantities of barley and wheat. Camels can only be had when the Anīzah are in the neighbourhood, but a considerable number of horses and donkeys are procurable in the district, as also buffaloes, cattle, sheep, and goats. About a score of medium sized boats. The garrison consists of a half company of reservists. Telegraph Office

2 HILLAH

14 m South east

At Tawairij the route crosses from the right to the left bank of the Shatt al Hindīyah by a bridge of 21 boats at the town. The country traversed throughout this stage is flat, rather sandy, and partly cultivated. The track itself is intersected by various canals from the Euphrates, which are wider and deeper as Hillah is approached. Those nearer the town are small, but the larger ones are of considerable size. The line of its course make it appear from the distance like a high railway embankment.

From mile 4½ the Birs Nimrūd, mound and ruins are visible, first to the right front, and then to the front.

For Hillah, see Route No 9, Baghdad Hillah, page 155.

ROUTE No. 9.

FROM BAGHDAD TO HILLAH.

62 miles

4 stages.

*Autorities—Major Normand, March, 1905.**From Guly Gazetteer, 1905.**Epitome.*

General description.—A road, unmade but fit for driving, along which public conveyances ply daily. Beyond the point where this road separates from the Karbala road the track is not so well marked. Its character as far as Babylon (mile 36) resembles that of the Karbala route up to Musairih, for the country crossed is, apart from a few minor canals and some sporadic cultivation, merely a dry desert of clay. From Babylon onwards it runs through cultivated country and along the edge of vast date plantations. A double line of telegraph accompanies the road the whole way from Baghdad to Hillah.

Water.—Plentiful from canals and water-holes.

Fuel and Fodder.—Firewood is plentiful at all stages, and there is good camel-grazing throughout.

Supplies.—Except firewood, these are practically nil en route.

No. of stage and total distance.	Distance.
1	MARUDIYAH.. 2 m. (See page 152.) 21 m.
2	KHAN AL HAS. 14 m. Direction south WALL. The road separates 35 m. from the Karbala road a about mile 8, and gradually diverges from it till at Khan Haswah it is 2 miles south-east of Sukandarjiah village on Baghdad Karbala road

ROUTE No 9—*contd*

From mile-8 the country is featureless, but Khān al Haswah itself stands upon a slight eminence. This khān is a one storeyed building, it has a courtyard surrounded by 38 arched recesses intended as lodging places for travellers. Behind these recesses are rows of vaulted stables. A parapet wall about 4 feet high runs all round the roof. The courtyard would accommodate 103 men, and the stables 150 animals. Attached to the khān is a village of some 60 domed brick dwellings; 2 coffee shops, and a small Zaptiah post. The village owns a few animals, but supplies, except firewood, are practically nil. Some cultivation on the north west side.

3 KHAN AL-MAHA 14 m South.

49 m WIL Route passes through desert which, however, is cultivated to some extent on the eastern side of the road. Between mile 5 and mile 9 three canals from the Fuphrates cross the road; the 2nd and 3rd are traversed by brick bridges, and the 3rd is apparently the Nasriyah canal from the Euphrates.

At mile 8 is Khān an Nasriyah, a deserted lodging on the eastern side of the road. About mile 13½ a small water channel is crossed.

Khan al Mahāwil has walls 18 feet high outside, and is similar to last khān but in worse repair. Attached is a village of about 600 inhabitants; it is surrounded by mud walls 10 feet high and topped with thorns. One coffee shop and 2

4 HILLAH .. 13 m South

62 m After crossing the Mahāwil canal by a high brick bridge in bad repair, with a roadway 10 feet wide and 12 feet above the level of the water, the route traverses a plain strewn with *dbris* of old buildings.

At mile 4 the Khātūniyah canal is crossed by a brick bridge, and at mile 7 the Nul canal with similar bridge.

ROUTE No. 10—*contd.*

This is the main carriage road to Karbala and Najaf; it is passable for carriages as far as Musaiyib where passengers cross the Euphrates on foot and take another carriage to Karbala and Najaf. Road unmetalled.

Country irrigated, but not inundated, up to 10 miles. Whole country stoneless, brown soil, road, full of deep ruts, is a foot deep in dust in places, or in mud in wet weather, but for half the distance is good going, as when one road is worn too much, another is taken.

Water.—Abundant from streams and canals

Fuel and Fodder.—There are date palms at intervals all along this route, but there are no bushes except *shok*, or thorny plants. Fodder is available at Mahmudiya (stage 1), and Sikandariya and Musaiyib (stage 2). There is fair camel grazing all along the route.

Supplies—Obtainable in limited quantities at Mahmudiya, Sikandariya, and Musaiyib

No. of stage and total distance	DETAILS.	
1	MAHMUDIYAH	21 m Starting from bridge of boats, leave Baghdad south gate.
21 m.	South by west. About 500 yards outside Baghdad a brick bridge, with a ramp leading up to it, is crossed. Water	
	embankment revetted with brushwood and piers are crossed by brick culverts giving passage to floods that cross the line of the road here in wet weather. The top of the embankment is about 15 feet above the surrounding country, and where it leads on to the Kharr bridge it attains its maximum breadth, 45 feet.	

The ends of the bridge are 2 stone piers, 16 feet broad and 6 feet long, projecting from either bank; the central portion

ROUTE No 10—*cont'd*

consists of a single iron girder 171 feet long carrying a metall d roadway 9 feet wide. In April, when the water in the Kharr stream is 10 feet deep, the height of the roadway above the water is 12 feet. At the south end of the bridge on the east side of the road, is a 2 storeyed brick house, behind which are about 20 mud huts.

After crossing the Kharr bridge the road trends to the south, separating from the bridge embankments which continues westward for about 2 miles and ends in the desert. Near mile 5 the road strikes a bend of the Tigris, but again immediately leaves it.

At mile 6, Khan al Kharabah, a ruined caravansaray, is passed on the east of the road.

About mile 10 there is marshy ground, sometimes dry, on both sides of the road. Beyond this as far as Mahmudiyah the country traversed is dry desert.

At mile 13 there is another deserted caravansaray, Khan Azad, on the west side of the road.

As Mahmudiyah is entered the canal of the same name from the Euphrates is crossed. the canal is here 27 feet broad and 4 feet deep, and the bridge over it is 18 feet wide and has a small arch of 6 feet span in the middle. A little higher up the canal is only 10 feet broad.

Mahmudiyah, an increasing town on the south bank of the canal of the same name, with 150 houses, a dozen shops, 11 khans, and about 1 000 souls. These khans are mostly defensible, one of them being partly loopholed and provided with circular towers at the four corners, in the aggregate they would provide accommodation for about 1,000 men and the same number of animals.

The canal flows for 8 or 9 months in the year, and irrigates fields of wheat, barley and millet.

At Mahmudiyah there are some mounted Zaptiahs and a few regular soldiers.

2 MUSAIYIB

.. 20 m.

South south west

At mile 5, Khan al-

Bir, a - caravansaray

41 m.

now deserted, stands on the west side of the road.

ROUTE No 10—*contd*

At mile 12 Sikandariyah village, 50 mud houses with a Khan and several brick enclosures on left bank of canal of same name. Cultivation being developed, grazing for considerable flocks and herds.

Just beyond here, a canal from the Euphrates is crossed by a brick bridge. Between here and end of stage there is sometimes an extensive slough known as Abu Lupah.

The road strikes the left bank of the Euphrates immediately above Musayib town about 50 yards before reaching the bank. It crosses a deep canal by a high brick bridge of which the roadway is 10 feet wide.

The approach to the town is along a broad embankment carefully revetted which contains the river at this point. In the middle of Musayib town the Euphrates is crossed by a boat bridge of 24 pontoons, a rickety and ill maintained structure.

Musayib, situated on both sides of the Euphrates, and shut in by palm trees, main part of town on left bank but some of

bankment carefully revetted extends for about 600 yards, on the top of which runs the Baghdad Karbala road.

Population, about 3500 souls, there are 40000 date palms, transport is not readily obtainable in any amount, forage and provisions limited, boats include about 12 *safinahs* and a score of *sajaks*. (See also p. 29)

3 KARBALA .. 20 m. West south west.

61m.

The road for wheeled transport from here to Karbala skirts the northern edge of the cultivation dependent on the Husainiyah canal, at a distance of 2 or 3 miles from the canal, passes the tomb of 'Aun at mile 12 or 13, and finally enters Karbala by the Bab Baghdad bridge.

An alternative route, for horsemen and foot passengers, follows more closely the north bank of the Husainiyah. At about mile 7, it crosses a medium sized distributary from the Husainiyah, empty and ruined, and immediately beyond this

ROUTE No 10—*concl'd*

it runs over the Wall distributary by a brick bridge, 18 feet wide, with no parapet nor handrail. The banks of the Wall are 45 feet apart, 25 feet high, and precipitous, and the stream at the bottom flows 6 feet wide and 3 feet deep. A short distance beyond the Wall the road crosses the Hamudiyah distributary, which has banks 25 feet apart and 16 feet high. The bridge here is of brick, with an 8-foot roadway.

At about mile 11, another distributary, known as the Abu Sulaiman, narrower than the preceding ones, and spanned by a bridge of wood and earth.

About mile 12, Khan al 'Ataishi.

To mile 17, route runs along right bank of the Husainiyah, and a number of small canals are passed, the bridges over which are bad and unfit for wheels. The road now crosses to the left bank of the Husainiyah by the Gul i Safid. For these last several miles the way has lain through dense date plantations.

From mile 17 to end of stage there are continuous walled enclosures adjoining the road on both sides.

Karbala is a town of about 50,000 permanent inhabitants and has in addition a large floating population. The old town is surrounded on three sides by a wall from 20 to 30 feet high, with towers at intervals, but the work is in bad repair. There are two tiers of loopholes; perimeter of wall, about 2 miles; 5 gates. Large agricultural and garden produce, considerable quantities of *bāzaar*, and some *arbala* not a good No mules; and

camels only procurable in the autumn when the Bedouins come in. There is a flour mill driven by an oil engine; 2 ice-making plants. Water from Husainiyah canal, or when it is dry, from 20 to 25 wells sunk mostly in the canal bed. Garrison consists of about 240 Turkish soldiers, and there are about 100 Zaptihs generally present as well. Telegraph Office and Post Office. Karbala is also known as Mashhad Husain.

(See also p. 30.)

ROUTE NO 11

FROM BAGHDAD TO KABAISAH

114 miles

5 stages

Authorities and date.—Captains Butler and Aylmer, January and February 1908

Epitome.

General description—This route is practicable throughout

Water—During the winter months many of the numerous *wadis* which are met with contain either rain pools waterlogged sand and in some of them such as the Wadi Jabal stage 13 there are wells. Except in summer the intervals without water do not exceed two days. The supply is abundant and good at Sakakah and Jauk al 'Amir

Fuel and Fodder—Both abundant in spring, except during one or two short intervals

Supplies—Nil

[See also Route 12 (a)]

No of stage and total distance		DETAILS
1	NUQTAH AS-SAMIYAH	18 m. General direction, west Left Baghdad by the
18 m.	Aleppo Road, passing Zuhaidah's Tomb and crossing iron bridge over the canal $\frac{1}{4}$ an hour after starting. First 3 hours canals and water, afterwards no water but old dykes	
At m. 9	Abkar Kuf, old ruins about 2 miles to the north of the road.	
At m. 18,	Nuqtah-as-Samiyah; Khan here and small fort; 6 Zaptihs. Water from canal about 3 feet wide. Practically no grazing. In the flood season all this country is inundated. Camped here. During the day passed Arab tents, flocks, and	

Route No 11—*contd.*

cultivation, at intervals. Road used by wheeled transport but not metalled

2	FALLUJAH	19 m	General	direction.
		west		
37 m				

About m 4, old Samiyah fort some 2 miles to the south, not used now. Country more undulating. Soil gravelly. Patches of grazing for camels. Signs of recent cultivation. No tents or water seen.

At m 19, F. Ilujah, a small village, on the Euphrates of about 100 houses of the usual Arab type. Noticed a good big modern-looking house on the west bank. Breadth of river 120 yards. Bridge of boats (17 and 2 or 3 spare ones). Grazing for camels. The town is under a Mudir. Camped here.

3	RUMADIYAH	30 m	General	direction.
		west	by north	

runs on through level country until 1 hour from Rumadiyah, when a low hill, about $1\frac{1}{2}$ miles long, west of the road and at right angles to it, is passed. This hill commands the Fallujah-Rumadiyah road. Cultivation all the way to Rumadiyah along the river bank. Saw about 100 horses near Fallujah and about 1,500 sheep on the road. Many *fallahin* living along the river-bank.

At m 30, Rumadiyah, a small town rather larger than Fallujah. There is a Mudir here. Camp outside the town, which is generally known as Rumadi.

4	WADI SAYAR	20 m	General	direction.
			west north west	
87 m				

On leaving Rumadiyah a canal from the Euphrates called the Tash, and running into the Habaniyah lake, is crossed by a stone bridge.

To m 3, track runs near river. Hills to southward, 5 miles distant, from 50 to 60 feet high.

At m 3, river flows from the north east, road continues through sandy plain. Some cultivation.

S 12(w) GSB

ROUTE No. 11--*contd*

At m. 8, country on both sides of the road hilly.

At m. 11, road crosses some hills.

At m. 12, Hawaisi's Tomb, a white structure $\frac{1}{2}$ mile north of road

At m. 15, route touches river once more, but latter bends away north east again

At m. 20, Wadi Sayr, camped near Taphrates Cultivation along river bank Passed *fallahin* villages all day

5 KABAISAH . 27 m General direction,
west south west

114 m At m. 1 $\frac{1}{2}$, cross an old canal bed

At m. 3 $\frac{1}{2}$, cross hills which are near river The old canal bed enters river here Very rocky crossing over the hills Cross the carriage road to Hit at the top of the hills See Hit about 1 $\frac{1}{2}$ hours away to the north Leave the river for good At Hit there is one bitumen spring About 1 hour crossings the hills (3 $\frac{1}{2}$ miles)

At m. 6 $\frac{1}{2}$, reach high, rocky, hilly plateau Stony ground; no vegetation

At m. 18 $\frac{1}{2}$, pass small well Sparse dry scrub now begins

At m. 21 $\frac{1}{2}$, drop to brackish water standing in wadi bed

At m. 27, Kabaisah From m. 20 $\frac{1}{2}$, sparse camel grazing From m. 22 $\frac{1}{2}$, the road runs through a plain surrounded by low hills forming a sort of saucer

Kabaisah is an Arab town of about 500 houses, well built of stone, most of them have two storeys There is a Mudir here, and a few Zaptiahs Several thousand date palms

Big well about 20 minutes from the town from which all the drinking water is obtained The water is not very good, being slightly salt. Most houses, however, possess wells, the water of which is brackish, and used for washing and irrigation purposes Kabaisah is commanded by high ground to the south, on which stands the tomb of Shaikh Hotir This tomb is visible many miles away Kabaisah is the boundary between civilisation and the desert. Parties of camel dealers and cloth merchants set out from here to visit the Bedouins and large numbers of the latter come to Kabaisah to buy food, etc., there.

ROUTES NOS 12 (a) TO (e)

MISCELLANEOUS ROUTES FROM BAGHDAD

(a) Baghdad to Fallujah.

The details of the Baghdad Abu Ghuraib Fallujah, route are as follows —

Authority — Lieutenant Colonel L S Newmarch, November 1910

No of stage and total distance	DETAILS.
BAGHDAD	For details of Baghdad see page 30 On leaving Baghdad pass through gardens and broken mud walls on right bank of river towards the landmark known as Zubaidah's tomb
1	ZAPTIAH post
3	3 Zaptiah post with 5 Zaptiahs Pass some brick kilns lying close to the west of the route About 400 yards off, in the same direction, is a dyke 12 feet high, also some lay huts and grave yards
2	1½ Course west by north, country flat and open, much camel thorn
4½	220 yards further on a telegraph wire, 300 yards to the north is passed
3	SAQHILAWIYAH
5½	Canal (Saqlawiyah) 1 Touch the Saqlawiyah Canal which is here 50 yards wide from bank to bank, water in it is 40 feet wide and 2 feet deep
4	1 Cross route leading from Karbala to Hadhi main This route crosses the above mentioned canal here, which, in November, contains no water
6½	

ROUTE No 12(a)—*contd*

<u>5</u>	1	A large dry canal goes off to the north west
7½		
<u>6</u>	2½	Country flat, open, featureless and covered with camel thorn
10		
General direction S S.W		
<u>7</u>	1½	Cross a nullah; crossing easy for all arms.
11½		

220 yards further on, on the left bank of the road, pass a deep brick "Balli", containing good water at 35 feet below level of ground; depth of water uncertain

<u>8</u>	6	Soil becomes very sandy. Scanty shrubs of tamarisk replace camel thorn. General character of soil hitherto has been a sandy clay.
17½		
<u>9</u>	3	Cross a large ruined canal and enter a barren dusty plain.
20½		
<u>10</u>	3	Cross several small canals of good water.
23½		
<u>11</u>	4	* Arrive at Abu Ghurab, customs station. Here there are two large walled khāns and two smaller ones with accommodation for 200 horses and 100 men, grain in large quantities is stored here. The site of the place is high, dry and gravelly. The surrounding country is cultivated on all sides and marshy in places. Many small canals are in the neighbourhood.
27½		

Leaving Abu Ghurab the route runs W. N. W.

<u>12</u>	3	Country undulating, sand and fine shingle; cultivated on left, barren on right.
30½		

Route No. 12 (a)—a—

13		64	Post's passes over
5			the river
14	FALLUJAH	64	Arrive at Fallujah,
47½			a town built of mud
			and bricks, situated
on left bank of the river population 600. It is the seat			
of a road. It contains a mosque and a <i>serai</i> , in upper story of			
which is a small room used by telegraph clerk. The mud houses			
in the lower part of the <i>serai</i> . There is one building belong-			
ing to <i>Kazim Pasha</i> on the right bank near the bridge. There			
is a good camp ground for a small force on the left bank to			
the north of the town and another site for a camp for 100 men			
on right river bank just above the town. There are two tele-			
graphs, two running to Aleppo and two to Baghdad.			

The river Euphrates is here spanned by a bridge of 25 boats, breadth of bridge 12 feet, practically no handrail, bridge in a state of disrepair, each boat is 70 feet long, 5 feet deep, and 11 feet wide.

Breadth of river at bridge is 227 yards, and current 1½ miles per hour, extreme depth 25 feet.

(f) *Routes from Baghdad to Armenia and Syria.*

The chief route from Baghdad to the north is by Dujail, Harbah, and Samarra to Tikrit 104 miles, while the main route to the north west passes by Abu Churail, Fallujah, *Lurādayah*, and Hit, and reaches 'Anah at 216 miles. The Tikrit route follows the Tigris, and the 'Anah route to the Euphrates line. Forty days is about the time taken by a laden caravan to reach the Mediterranean from Baghdad. The old postal route between Damascus and Baghdad lies in an almost direct line across the *desert*, or desert, and crosses the Euphrates at Fallujah. It is over 700 miles in length, and the journey occupies about 10 days. The camel post now travels via Aleppo.

(c) From *Baghdad* to *Sulimaniyah*, via *Salahiyah* (or *Kisra*), 165 miles.

(d)—(1) from Baghdad to Mosul via Salahiyah (or 'Anah, Kirkuk, and Arbil, 291 miles.

ROUTE No 12 (a)—contd

2) From Sulaimāniyah to Arbil 100 miles

(3) From Arbil to Ruwanduz 40 miles

(4) From Ruwānduz to Musal, 95 miles

(e) *From Baghdad to Musal via the right bank of the Tigris*
231 miles

(f) (e) *I aghda' to the Persian Frontier*

(1) To Khānājīn, 95 miles, *via* Ba'qulāh, Shahrātin
and Qizil Kūlū

(2) To Mandali, 79 miles, *via* Khān Bani Sa'ad, Buh
rīr, and Bala-froz

(Reference—Routes in Persia, Volume III, Nos 89 and 70)

Stage.	Distance	Road suitable for	Road and Camping ground	Water and Resources	Amount to be carried by each animal	REMARKS
1 Qabch ..	7 7	..	Level track across open country. After rain heavy and swampy. No obstacles to carts in dry weather.	Water—From river sweet though muddy Food—? Fodder—? Supplies—Scarce.	9	The road is fit for carts in dry weather. Food—Is said to be scarce though fanarik bushes are available near the river.
2 Camp (near Abbat Masud).	15 22	..	Across level country with sparse grass along bank of Harun winding to avoid marshes.	Water—From river Food—? Fodder—? Supplies—?	12	Fodder—Grazing is available after the winter rain and there is in many places a fringe of cultivation along the Harun River.

Route I—cont'd.

Place	Distance.	Not suitable for	Road and Camp- ing ground	Water and Resources	Amount to be carried by each animal.	REMARKS.
1. Querejilla	12 34	..	Across barren country distant from river bank	Water—From wells or pond of sweet water + patches of grass. Fodder— Supplies—And	12	There is no informa- tion about camps anywhere but space is unlimited at any rate as far as Alwar, and villages are said to be dotted along the banks at intervals of a few miles
2. Querejilla	13 47	..	Across plain cultivated and covered with grass not so liable to flood as before	Water—From river Fod—Tamarisk grows fairly Fodder— Supplies— What and barley are cultivated along the Karun	12	
3. From Querejilla	20 67	..	Track follows the river bank of the Karun.	Water—From river Fod— Fodder— Supplies—	12	

6 Abwaz	14 82	At Ummut Tamair cross Karun river There is one small ferry boat. Horses and mules must swim. Then over sandy plain along left bank.	Water — From river Fuel — (Carrying and green fodder in Supplies — About one brigade could probably be subsist- ed here. Grain is exported in large quantities	3	Arrangements ferry boats have to be made beforehand	7
7 Wala	10 08	Head along Karun level liable to inun- dation. Good halting place	Water — From river Fuel — Available Fodder — (Carrying fair Supplies — Plentiful	3	The road between Abwaz and Sushtar is used by the cars of the Anglo Persian Oil Company	8
8 Band-i-Qar	12 110	Along left bank of Karun the right bank of which is cultivated Road hard and good Abd Gargar is cross- ed by a bridge Camp 2 miles north of junction of the 2 rivers	Water — From river Fuel — A good deal of jungle on the banks Fodder — Grazing good and cultivated on road bridge Supplies — Fairly plentiful	6	From here there is a direct route to Dushan along the Ab-i-Sir	9
9 Danialabad (Suzi)	14 124	Over plain at first level then undulating	Water — From river Fuel — Scarce Fodder — Grazing available Supplies — Scanty	9	There is an alternative route up the left bank of the Ab-i-Sir	

Route No I—contd.

Stage.	Distance	Road estimated ft	Road and Camp- ing ground	Water and Resources	Amount to be carried by each animal	REMARKS.
10. Shashar	18 342	..	At first skirts river, then over well irrigated country. Road narrow and flat. Camp?	Water—Abundant from river Fuel—Plentiful Fodder—Good gram- ing Supplies—Flax dis- tributed very fertile and could support a brigade easily	3	This on the next stage might be made into a march by halting at Chashan (15 m) and Mash Mansar (14 m) There is also an alto- native side Ab 1 mid.
11. Kabunak	20 126	..	Cross Shashar River by ferry over low hills and then enter broad alluvial plain	Water—Plentiful Fuel—Very scarce Fodder—Plenty Supplies—Plenty Water mills in the village	3	
12. Dirul	16 176	..	Cross Kabunak stream dry in sum- mer, usually full at low water strongly pently un- folding ground	Water—Good from river. Fuel—Plentiful, Fodder— Supplies—Large quantity of gram and meat	3	

What are the basic values that you live by?

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102	102	$\frac{d^2 u}{d\tau^2} = \frac{d}{d\tau} \left(\frac{du}{d\tau} \right)$	$\frac{d^2 u}{d\tau^2} = \frac{d}{d\tau} \left(\frac{du}{d\tau} \right)$	$\frac{d^2 u}{d\tau^2} = \frac{d}{d\tau} \left(\frac{du}{d\tau} \right)$	$\frac{d^2 u}{d\tau^2} = \frac{d}{d\tau} \left(\frac{du}{d\tau} \right)$	102

Stage	Distance	Road suitable for	Road and Camp- ing ground.	Water and Resources.	Amount to be carried by each animal.	Remarks
10. Shashar	18 1/2	..	At first enters river, then over well irrigated country Road narrow and bad Camp ?	Water—Abundant from river Food—1 lentil d Fodder—Good gram ing. Supplies—The dis- trict is very fertile and could support a brigade easily	3	
11. Ka'arak	20 1/2	..	Cross Shatali River by ferry Over low hills and then enter broad alluvial plain	Water—Plentiful Food—Very scarce Fodder—? Supplies—Plentiful water mills in the village		This and the next stage might be made into 3 marches by halting at Pehanich (15 m) and 'Shah 'Manasar (15 m) There is also an alle- native and Ab 1 Bid
12. Dirful	16 1/8		Cross Kahanak stream dry in sum- mer, usually ford- able Later across stony gently undu- lating ground	Water—Good from river Food—1 lentil d Fodder— Supplies—Large supply of gram and meat	3	

(Reference—Routes in Persia, Volume III, Routes Nos. 66 and 72)

Stage.	Miles.	Road suitable for	Road and Camping ground	Resources	Scale of supplies to be carried on each transport animal	Remarks
Marid from oil refinery on Abbadan Island.	12	Carts in dry weather	Cross Bahmanshir channel and Marid canal. Road over level plain	Water—Good from river Food—Small quantities. Fodder—Good grazing in spring Supplies—Nil.	12	The Bahmanshir channel and the Marid canal would require bridging to fit them for carts
Kubulabid	15	Do	Road over level plain	Water—From river Food—Small quantities. Fodder—Or a s in g after rain. Supplies—Nil.	12	
Basathiyeh	10	Do	Road over level plain	Water—From river Food—Small quantities. Fodder—Good grazing in spring Supplies—Nil.	12	

ALTERNATIVE TO ROUTE 1, FROM MUHAMMAREN TO AHWAZ ALONG EAST BANK OF KARUN RIVER—contd

Stage.	Miles.	Road suitable for	Road and Camping ground	Resources.	Scale of supplies to be carried on each transport animal	REMARKS.
*Abbas wells	16	Carts in dry weather	Dead leaves, proximity of river	Water — From wells, no information Fuel — } No in-formation. Fodder — } Supplies — }	12	This part of the route could only be used if it had been ascertained that there was sufficient water at Abbas. Otherwise the route along that river bank is small, would have to be used the river route is 9 miles longer
Kut 'Abdullah	12	Do.	Road again approaches river	Water — From river Fuel — Small, gun Fodder — Supplies —	12	
Abbas	7	Do		See Main Route		

FROM BANDAR MA SHUR TO SHUSHITAR and RAMUL.

(Reference—Routes in Persia, Volume III, Routes Nos. 63 and 72.)

Stage	Miles	Road suitable for	Roadway	Camps.	Resources		Scale of supplies to be carried by each transporter animal	Remarks
					Water	Supplies.		
1. Makbar :	16 16	There is no obstacle to carts in dry weather except for the pass ages of the Il Jarrabl and a point in stage (3) after rain only mules can pass.	Good throughout. Very heavy after rain.	No details, probably space unlimited.	Good From Il Jarrabl.	Fuel—Scarce Forage—Scarce. Grain.—Wheat plentiful after good winter rains.	9	Cross the R. Jar rahl either— (i) At Makbar by ferry boats up to 40 x 6, draft up to 3 can be brought from Yallalyeh and Buzirch. Or (ii) At Khalafabad. Ford able at most times of the year by pack animals with loads. If unfordable boats can be brought from Makbar

ROUTE II—contd.

Stage	Miles.	Road suitable for	Roadway	Camps.	Resources.		Scale of supplies to be carried by each transport animal.	Remarks
					Water.	Supplies		
2. Khalafat	16 32	There is no obstacle to carts & dry wheather, except for the passage of the asses of the H. Jarrah and a point in stage (3) after rain only mules can pass.	Good through out. Very heavy after rain.	No details, probably space unlimited.	Good from Hiver	Fuel—Obtainable Fodder—Obtainable. Supplies.—Fair	9	
	10 42	Ditto	Ditto	Ditto	Good from R Jarrah.	Fuel—Obtainable. Grain.—Good grass. Supplies—Scarce.	12	
2. Cham el-Sab.	10 19	Ditto	Ditto	Ditto	Good from R Jiber, above Gaig.	Supplies of all kinds Flocks and herds on the plains to the south	3	

4 Mahmudi yeh.	8 63	Carta	Follow hill to avoid cul- tivation.	?	Plentiful from Gupal R.	Fuel—Scarce Fodder— Grazing al- ways obtain- able Supplies— Scarcely	9
Kandak R	16 84	Carta	Two or three mules can be forded.	?	Plentiful	Fuel Scarce Fodder— Grazing Supplies— Scarce	12
Salt-l Sand	12 95	Carta	Up valley it is able to be water logged after rains	?	No details	Fuel—Scarce Fodder— Grazing Supplies— Scarce	12
Bard i Sarra	13	Carta	Crosses some torrent beds 10 miles over plain.	?	No details	Fuel—Scarce Fodder— Grazing Supplies— Scarce	12
Shubbar	19 140½	Carta	Over a plain and 60 miles along the main road from Isphahan.	? Yida	Route 1	Supplies— Scarce	2
						Telephone sta- tion on line	

Oil
Company
Works.

LATERAL COMMUNICATIONS BETWEEN ROUTES I AND II

A.—FROM BANDAR MA'SHUR TO MULHAMLAHEH.

(Reference—Routes in Persia, Volume III, Route No 54)

Stage	Miles.	Road suitable for	Roadway	Camps.	Resources		Scale of supplies to be carried by each transport animal	REMARKS
					Water	Supplies.		
1. Farrahmah	15	15	Pack train not could be made passable for carts with difficulty	Across level ground	Space ample	Fuel storage and flocks of sheep		Guides should be employed after 1st stage
2. Jan Jirah	15	30	Do.	No details likely to amplify	Good From river Jarra hal.	Fuel Ob- tainable Fodder,—Ob- tainable Supplies — fair		At 12 miles is a small 10 wide The water should be cut off 2 miles to the north and the canal banks ramped. The canal system of Lillahich is controlled from here.

Men can do this stage in boats of which large numbers would be available with notice.

The distance seems to be exaggerated.

"

"

Barley, wheat, and rice, are plentiful

Feet in small quantities.

Good From the canal

Good From Karnn.

Ditto ..

Ditto ..

Winding path through Bu rich and Fakhich.

Along edge of canal.

Vide Route II (a).

Do. ..

D. ..

..

13 43

30 73

15 83

2. Fakhich

4. Karnn River 2 miles north of Fakhich, I.

.. Mahanna

2212(W)GSD

B.—FROM MAK SAR TO AIHVAZ

(Reference—Routes in Persia, Volume III, Route No. 57)

1. Arab Camp	21	21	Carte Ex- cept after heavy rain.	Dead level, slippery after rain.	No details, Probably ample space.	Bad water from pools.	None.
2. Ahvas ..	30	31	Do ..	Ditto. ..	Vide Route I.		

C.—FROM RAMUZ TO AIHVAZ

(Reference—Routes in Persia, Volume III, Route No. 53.)

1. Mr. Bakhsh	11	11	Pack trans- port.	Across swampy plain.	No details.	Good. From stream 10' x 1 east of village.	Enough for 2 regiments could be collected.	This Route is unsuitable for troops, owing to the unhealthy nature of the ground and mosquitoes.
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C—FROM PANJAZ TO AHWAZ—contd

Page	Miles	Road character	Road way	Camps	Remarks		Size of population carried by each train and animal	Remarks
					Water	Supplies		
S. L. 2	1	2	From Panjajaz to Ahwaz	East of Ahwaz	Intermediate	Supplies		Cross the Capital
	27	33	Level track	FLR Route 1	Drain from	Supplies		for a day
Ahwaz	27	33	Level track	FLR Route 1	Drain from	Supplies		for a day
	27	33	Level track	FLR Route 1	Drain from	Supplies		for a day
Wab	24	24	Arrows flat	FLR Route 1	Drain from	Supplies		for a day
	24	24	Arrows flat	FLR Route 1	Drain from	Supplies		for a day

D—FROM SALMIH TO WAIS (THE LYNCH ROAD)
(Reference.—Routes in Persia, Volume III Route No 63)

Wab	24	24	Arrows flat	FLR Route 1	Drain from	Supplies		for a day
	24	24	Arrows flat	FLR Route 1	Drain from	Supplies		for a day

APPENDIX. A

Note on Qatar Peninsula and Dohah.

The Qatar Peninsula, to the east of the island of Bahrain, is

Since about 1900 various attempts have been made by the Porte to assert its sovereignty in other parts of the Qatar peninsula, and in 1910 Turkish *mudirs* were to be despatched to Zubarah, 'Odaid, Wakrah, and Abu 'Ali Island. His Majesty's Government, however, protested against this, and, indeed, have never acknowledged Turkish rule in Al Qatar.

In 1913 Turkey consented to remove her garrison from Qatar; but that agreement has not yet been signed, hence the garrison remains.

Dohah—Dohah which is the chief town of Qatar, stands on the south-eastern tip of the peninsula, which forms

is no information about any piers or wharves.

The town is built up the slopes of some rising ground, and has a frontage towards the sea of nearly 2 miles.

The Turkish garrison lives in the fort of Al Bida', which is in the centre of the town and a little back from the sea.

The garrison consists of, at the most, 100 infantry and there are said to be 12 gunners in charge of two old guns. There is an outpost of eight Turkish soldiers in a tower, over the well of Rushairib, about a mile from the fort.

C--FROM RAMUZ TO AHWAZ--cont'd

178

Stage	Miles.	Road suitable for	Roadway	Camps.	Resources		Prices to be paid by each man	Remarks
4. Chah	21 30	Pack transport	Across plain and swampy ground.	East of Shahrak Ma sh	Water	Supplies		
5 Ahwas	27 50	Do	Level track less plain	Vide Route I	Water from the River Gopal b ac k with out drinkable	Stores		Cross the Gopal River near Fordab e n ssab e n Feb ruary G des should be em ployed here
6 Wadi	24 24	Carts ex cert at 5 in es the track is soft and heavy up to 3 miles.	Across flat barren desert	Vide Route I				Same ch is a the locs ty Qud s should be employed.

D--FROM SALMIEH TO WAIS (THE LYNCH ROAD)

(Reference--Routes in Persia Volume III Route No 69)

APPENDIX A.

Note on Qatar Peninsula and Dohah

ago his father was engaged in hostilities with the Turks, who succeeded, after some hard fighting, in establishing a garrison in the fort of Al Bida' (Dohah) on the eastern side of the peninsula and in reducing Jasim to nominal subjection. He is now styled

represents as large a force as he is ever likely to bring together.

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Dohah—Dohah which is the chief town of Qatar, stands on the south side of a deep bay on the Qatar Peninsula, which forms a natural harbour about 3 miles in circumference. The harbour is landlocked with a narrow and shallow entrance, allowing no entry to ships of over 15 draught. The soundings inside the harbour vary from 3 to 5 fathoms and are regular. Landing is easy, and not likely to be interfered with by a swell. There is no information about any piers or wharves.

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The Turkish garrison lives in the fort of Al Bida', which is in the centre of the town and a little back from the sea.

The garrison consists of, at the most, 100 infantry and there are said to be 12 gunners in charge of two old guns. There is an outpost of eight Turkish soldiers in a tower over the well of Rushairib, about a mile from the fort.

The population consists of about 12,000, and is made up of Arabs, Negroes and Persians. They are more likely to side with the British than with the Turks.

The only water in the town is from a well of brackish water. The town supply is drawn from some good wells about 3 to 4 miles inland. There are no supplies, and even firewood is scarce.

Shaikh 'Abdullah, who succeeded to the chiefship of Qatar in 1913, is friendly towards the British, and afraid of Bin S'aud. He would no doubt be glad to be rid of the Turks.

APPENDIX B.

IMPORTANT PERSONAGES.

Shahid Khazal Khan, K.C.I.E., K.C.S.I., of Muhammarch (Sardar Arfa) was born in 1861, and succeeded his brother in 1897. He is to all intents and purposes independent of the Persian Government. He has always been consistently friendly to the British and now in his old age depends more than ever on British advice. He is a capable and sensible man, his influence reaches as far as Dizful, where the Lurs even respect him. He owns much territory on Turkish soil.

Shaikh Chasib, Shaikh Khazal's eldest son and heir was born in 1891. He was Governor of Ahwaz in 1912-13, but was said to be puerile and neglectful. Even the Shaikh was doubtful whether the Arabs would accept him as chief.

Haji Raza ut Tujjar, the Shaikh's right hand man born about 1850 an important and wealthy merchant. He is very friendly to the British, but not fully trusted by the Arabs. Both he and his son *Mushir ut Tujjar* have travelled in India. A very capable man in his prime, but is now too old to do much. His son may succeed him as the Shaikh's Wazir.

born about 1870, Governor of
has no ambitions
with suspi-
cion by the Shaikh.

Sardar Jang Ilkhani of the Bakhtiari, born about 1869. One of the best of the Bakhtiari Khans being credited with pluck, and determination. In 1912-14 he was in charge of the Bakhtiari road during which time he maintained some order, and also showed a friendly attitude towards Great Britain.

Azerbaijan
 Kurdistan
 Arabistan
 sures, but
 protection. He is said to be weak and incompetent. Sir W.
 Townley in 1914 found him furtive and unreliable and intent on
 feathering his own nest.

Sardar Akram Governor of Khurramabad born about 1850 and lives at Tarkhan. He is head of the Amari tribe of Lurs

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Sardar : Jang Ilkhani of the Bakhtiars, born about 1869. One of the best of the Bakhtiari Khans being credited with pluck, and determination. In 1912-14 he was in charge of the Bakhtiari road during which time he maintained some order, and also showed a friendly attitude towards Great Britain.

Nizam-ud-Din of the Luristan, born about 1869. One of the best of the Luristan Khans being credited with pluck, and determination. In 1912-14 he was in charge of the Luristan road during which time he maintained some order, and also showed a friendly attitude towards Great Britain.

Sardar : Akram, Governor of Khurramabad born about 1860 and lives at Tarkhan. He is head of the Amani tribe of Lurs. He is said to be weak and incompetent. Sir W. Townley in 1914 found him furtive and unreliable and intent on feathering his own nest.

Sardar : Akram, Governor of Khurramabad born about 1860 and lives at Tarkhan. He is head of the Amani tribe of Lurs.

and he has indirect control over a large number of tribes. He is a man of some energy and ability, and has shown himself friendly to British travellers. He is addicted to drink and opium.

The Wali of Pusht Kuh—hereditary ruler of the Lurs of Pusht-Kuh is in alliance with the Shaikh of Muhammarch being a member of the famous League of the South which included the Qashqai and some of the Bakhtiari Khana. He is very hostile to the Turks on the border.

Shaikh of Kuwait—Sir Mubarak bin Subah, K.C.I.E., K.C.S.I., born about 1850 beginning to suffer from senile decay. Dislikes Turks and is friendly to Great Britain. Has absolute power.

'Abdul 'Aziz bin Sa'ud—Wahabi Shukh of Najd, has approached British political agent for terms of a treaty. In 1913, he drove the Turks out of the region. He was appointed Wali of the region with nominal sovereignty over well armed fighting men. He stands head and shoulders above other Arab chiefs, and they have implicit faith in him.

Ajaimi—Son of Sa'adun Pasha, late chief of the Muntafik Arabs. Sa'adun Pasha was arrested by the Turks in August 1911 through the treachery of Sayid Talib and deported to Aleppo where he died immediately after his arrival. Ajaimi has several times threatened Basrah.

Sayid Talib Bey—(naqibzadah), Deputy for Basrah, born about 1870 of great influence among the Arabs of Basrah. Until March 1914 he was looked upon as a leader of the "Arab revolt" at Basrah, but then he suddenly became a pro-Turk. Strong willful, utterly unscrupulous, usually in debt. Held Basrah in the palm of his hand by means of a band of armed men. Has about a dozen murders to his credit submitted to us, January 1915. Now in India.

Colonel Subh Bey—Wali of Basrah, arrived July 1914. Surrendered at Qurnah, December 1914.

Djavid Pasha—Wali of Baghdad, arrived Baghdad early in 1914 a strong military administrator, energetic and intent on reforms. Reported to have been recalled in December 1914.

Brigadier Husein ud Din Pasha —Commandant, XIIIth Army Corps, arrived Baghdad February 1914 Said to be on good terms with the Wali

Major Baha ud Din Bey —Chief of the Staff, XIIIth Army Corps

Major Sami Bey —In May 1914 officiated as Chief of the Staff for Baha ud Din, who was deputed to Kuwait regarding Najd and Hasa affairs

Sulaiman Aziz Bey —Wali of Musal Said to have been appointed Wali of Baghdad at the end of 1914

Brigadier Abdul Hamid Pasha —Inspector of Reserves (Redif) arrived Baghdad, April 1914.

Major Ismail Haqqi Bey —Arrived Baghdad, May 1914 to take command of the Gendarmerie

Meissner Pasha —German Engineer in charge of the Baghdad Railway works at Baghdad

Shaykh Ghadban —Chief of the Bani Lam tribe, lately (1914) engaged in hostilities with the Shaikh of Muhammarch. (See p 54)

Sulaiman Aslari Bey —Commanded the Turkish troops near Nahr Rotah, and was wounded in both legs

Asad Lwa —In January 1915 reported to be in command of the 12th Turkish Corps, not very knowledgeable but above average of Turkish Generals Commanded a brigade in the Balkan war and afterwards, on reorganisation, the 1st Division.

Ibn Rashid —'Abdul 'Aziz Ibn Metaab Ruler of the Shammar

been called Rashid, the ruler of the day is usually spoken of as Ibn Rashid

APPENDIX C.

GLOSSARY OF ARABIC AND TURKISH TERMS.

Arabic.

Abu : father (used as prefix to Ghanam : sheep. denote possession).	Gharb . west.
Abyadh : white.	Habl : rope.
'Adu : enemy.	Haram : sanctuary.
Ahmar : red.	Harb : war.
'Ain : spring.	Hisan : horse.
Awah : yes.	Ibn : son.
Akhḍhar : green.	Jabal : mountain.
Akl : food.	Jamal : camel.
'Alaf : fodder.	Jami'ah mosque
'Arabanah : carriage.	Janub : south.
'Askar : troops.	Jazīrah Island.
Aswad : black.	Jisr . bridge.
Azraq : blue.	Kabir : big.
Bab : door, gate.	Kadısh : baggage pony.
Baghl : mule.	Kalak : raft. —
Bahr : sea.	Kasır : short.
Baida : desert.	Khaimah : tent.
Baidh : eggs.	Khan : inn.
Bait : house.	Khor : inlet. —
Balad : town, land.	Khubz : bread.
Ballam : small boat (used in the Shatt-el Arab).	La : no.
Baqarah : cow.	Lahm : meat.
Bir, well :	Ma : water.
Birkah : tank.	Madinah : city.
Dhurrah : Indian corn.	Markab : ship.
Dujajah : fowl	Mina : harbour.
Fulus : money.	Mi'zi : goat.

Nahr : river.	Sharq : east.
Nakhl : date palm.	Sharr : bad.
Naqah : female camel.	Shat : river bank.
Qaryah : village.	Shamal : north.
Qasr : fort.	Suq : market
Quffah. coracle (see p. 97.)	Tall : hill
Ras : head, cape.	Tamr : date.
Rajul : man.	Tariq : road.
Safinah : river sailing boat	Tawil : long
Saghir : small.	Tayyib : good.
Shaik : chief.	Thaman : value, price.
Sha'ir : barley.	Tibn : straw.
Shajarah : tree.	Wadi : valley.
Sharif. holy, descendant of the Prophet.	Walad : boy.
Sajah : a kind of small boat.	

GLOSSARY OF TURKISH TERMS .

Ak white.	Khana house.
Bala: high.	Kilisea church
Burun: cape	Kışlak winter quarters, barracks
Büyük: great.	Kızıl: red
Chader tent.	Kuchuk small
Chal: river	Masjid mosque
Dagh mountain.	Mudir governor of a nahiyah.
Dere: valley	Mutisariif governor of a sanjak
Duz plain	Ova plain
Ev house	Sanjak administrative district
Geul lake	Shahr city
Hissar castle	Su water, river
Irmak river	Tepe hill
Jami mosque.	Ufuk short
Qaimaqam governor of a qadha	Uzak far off
Kale castle	Uzun long
Kapu: gate	Wali governor general of province
Kara black	Wilayat province
Qadha sub district	Yailak: summer pasturage.
Keupri bridge	Yol road
Ken: village.	
Khan inn.	

TURKISH RANKS.

Mushir Field Marshal.

Birinci Ferik General.

Ferik Lieutenant General.

Liva Major General.

Miralai Colonel.

Kaimmakam Lieutenant-Colonel.

Bimbashi Major.

Yuzbashi Captain.

Mulazim : Avval Lieutenant.

Mulazim : Sani 2nd Lieutenant.

Arkan : Harb Zabiti Staff Officer.

Yaver Aide-de-Camp.

Tabib, Jerrah Medical Officer, Surgeon.

Baitar Veterinary Surgeon.

Chasoush Sergeant.

Onbashi Corporal.

Nafar (piada, sowari or topji) Private, trooper or gunner.

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Kale castle	Uzun long
Kapu gate	Wali governor general of province
Kara black	Wilayat province.
Qadha sub district	Yalik summer pasturage.
Keupri bridge	Yol road.
Keni village.	
Ktan inn.	

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Baitar Veterinary Surgeon.

Chaoush Sergeant.

Onbashi Corporal.

Nafar (piada, sowari, or topji) Private, trooper or gunner.

TECHNICAL MILITARY TERMS.

Army: Urdu.

Army Corps: Kol Urdu.

Baggage: Ashia.

Battalion: Tabur.

Battery (fortress): Tabia.

Battery (field): Batteria.

Brigade: Liva.

Company: Buluk.

Division: Firka.

Engineers: Ishkiam alal.

Ford: Ghechid.

Headquarters: Merkez.

Map: Kharita.

Outpost, advanced guard: Ileri Karagol.

Prisoner: Yessir.

Rear guard: Dum-dar.

Regiment: Elal.

Right—Left: Sagh—Sol.

Section: Takim.

Sentry: Nubatji.

Sentry's challenge: Kudir-o-or Kun dir (who is that ?)

Answer.—Kimse Yok (it is no one) *then*
bir Ingliz (an Englishman).

Siege: Muhasra.

Squadron: Suwar buluk.

Transport: Naqliyah.

Victory: Ghalbah or Fattah.

APPENDIX D

WEIGHTS, MEASURES, CURRENCY, CHRONOLOGY.

Weights --The standards of weight vary from place to place, and we shall therefore deal chiefly with those of Baghdad, the commercial capital.

At Baghdad two systems of weightment exist side by side which may be called the local and the non local. The first is applied, with certain exceptions, to local produce and is founded

				English.		
				lbs	oz	dr
	1 Ruba'	..		0	8	12½
4 Ruba'	..	1 Waqiyah	..	2	3	2
2 Waqiyah	..	1 Huqqah	..	8	12	8
1½ Huqqahs	..	1 Charak	..	13	2	12
4 Charaks	..	1 Mann	..	52	11	0
4 Manns	..	1 Waznah	..	210	12	0
20 Waznahs	..	1 Taghar	..	4,215	0	0

are treated in the case of grain as equivalent to 1 waznah. Apothecaries employ the French kilogramme with its sub-divisions and multiples.

At Basrah the unit of local weight is a Huqqah of 2lbs. 12 oz. English and the local Waqiyah is 2½ Huqqahs. A Mann of ghi

at Basrah is 50 local Huqqahs and a Mann of grain 60, and the Basrah Taghar containing 1,200 Huqqahs is treated as roughly equivalent to $1\frac{1}{2}$ tons English

Measures—At Baghdad there are three measures of length, each founded upon a different Dhara' or "yard" The Dhara' Baghdad—or Bagdad yard—is the most generally used

measuring carpets and in other transactions with Persians the standard is the Dhara' Shah—of about 41 inches, its Charak, also called a Ruba', equals $10\frac{1}{2}$ and its 'Aqad $2\frac{1}{2}$ inches British goods are estimated in British yards, and other European goods in French metres Thus we have three different Charaks of length, as well as the Charak of weight, and a Ruba' of length besides the Ruba' of weight

Liquids—There are no standard measures for liquids, and these are sold by the pot or the bottle, the pots being of all sizes and the bottles generally reputed pints or quarts

Distances—Distances, except in official measurements which are made by Kilometres, are estimated in hours and days; the unit is the space covered by a walking horse in sixty minutes and so fluctuates from about 3 to $4\frac{1}{2}$ miles.

Land measurement—The commonest unit of land measurement is the Faddan—which varies in size from one place to another

or rather more this would give the Faddan an area of about $44\frac{1}{2}$ acres The Donum, it should be mentioned, is subdivided into 1,600 Dhira' Ma'man There is also a Juf, the area that a yoke of bullocks can plough, which is from 70 to 100 Donums At Basrah the Faddan is unknown and the unit of land measurement is a Jarib,—which is about equal to $1\frac{1}{2}$ English acres and is supposed to contain 100 date palms

Currency—The question of the currency in Iraq is difficult and complicated. The only fixed standard of value is the Lirah or Turkish pound, ordinarily worth about 1s. of English money, and to it all other coins and denominations must be regarded as subsidiary, they are numerous and some of them are fictitious, while the values of others are fluctuating. The subject is discussed below with reference to *Baghdad* rather than to *Basrah*.

The Lirah is habitually resolved into no less than six different varieties of piastre or Qursh— all of which are fictitious. The first of these is the "gold" piastre, which is simply $\frac{1}{3}$ of a Lirah and is the official piastre of the Turkish Government, all taxes and all payments to State departments must be rendered in gold piastres, for example a one piastre postage stamp can only be purchased for a coin which, whatever its denomination may be, is currently worth $\frac{1}{3}$ of a Lirah. The next three kinds of piastre are all termed Majdiyah, —but properly the name belongs to the first of them alone, of which 102 6 go to a Lirah, the Imperial Ottoman Bank keeps its accounts in these as well as in gold piastres. The remaining sorts of Majdiyah piastre are one of which 103 5, and another of which 108, are equal to a Lirah; the former of these is used by merchants in keeping their own books and for wholesale transactions generally, while the latter is employed partly for ease of calculation and partly on account of its close correspondence in value to the actual silver coin called a Qursh Sagh. The two remaining kinds of piastre, both called Raj—are employed in retail accounts; of the one there are 414 and of the other 432 to the Lirah from which it will be seen that they are merely quarters of the Majdiyah piastres standing at 103 5 and 108 to the Lirah.

We now come to the actual medium of circulation. There are five Turkish gold coins of 5, 2½, 1, ½ and ¼ Lirahs respectively;
 very common
 which is
 respectively
 76 600 and 80 respectively of the two sorts of Raj piastre. In cash transactions, in the absence of a special understanding, 5 4 Mandis are accepted as the equivalent of one Lirah. Table of smaller coins and their approximate English

as follows —the Parah, with which it opens, is an imaginary coin but the others (in the second column) have a material existence —

			£	s	d
5 Paraha	--	1 Fulsain	0	0	0½
2 Fulsain	--	1 Qursh Raij or Mithq	0	0	0½
2 Mithqs	-	1 Qamani	0	0	1
4 Mithqs	-	1 Qursh Sagh	0	0	2
5 Mithqs	--	1 Ruba' Bashlik or Abu Khamsah.	0	0	2½
8 Mithqs	--	1 Qurshain Sagh or Abu Thamaniyah.	0	0	4
10 Mithqs	--	1 Nurf Bashlik or Abu' Ashrah.	0	0	5
2 Nurf Bashliks	--	1 Bashlik or Ruba' Majidi	0	0	10½
2 Bashliks	--	1 Nurf Majidi	0	1	8½
2 Nurf Majidis		1 Majidi	0	3	5½

Of these small coins the Fulsain and Mithq are believed to

The deficiency is made up with foreign coin, chiefly Persian, which circulates freely in spite of a prohibition against the use of foreign silver. Only a little Persian gold is seen, but various Persian coins make up the bulk of the silver currency, namely the double Qran of 8½d, the Qran of 4½d, the half Qran of 2d, the quarter Qran of 1d and a Sittah Fulus—worth ¾d. A Persian copper coin (erroneously called a Shah) is also in use, it is worth ⅓ of a penny. One Persian Tuman, as will be seen is at the present time about equal to one Turkish Majidi, and there are over 50 Qrans to the Lirah, merchants' accounts however, where kept in Qrans, are kept in a fictitious Qran of which 31 4 go to the Lirah. Indian silver is current, but is occasionally seized by the authorities under the law already mentioned, Persian silver, being absolutely indispensable to the continuance of business, is never interfered with. Some English, French, and Russian

gold is in circulation. It remains to notice one more coin and that fictitious,—the Shami—which is the unit of computation in the date trade. There was once an actual coin of this name with a nominal value of 10 gold piastres, but that value, having been reduced by order of the Turkish Government after the last Russo Turkish war to gold piastres, which was less than the price of the metal it contained, it was everywhere melted down and has now altogether disappeared except from the quotations of the date market

the date 1780. They are known as rials. The tawila or long bit is one of the so called fishhook coins. It is merely a piece of copper, shaped like a compressed Y, with some Arabic characters stamped on it. These have not been coined for several hundred years, and Al Hasa is the only place in which they are current.

The rate of exchange in the spring of 1896 was as follows—

1 lrah	..	..	..	8 rials.
1 rial	..	..	..	60 tawilas. Rs. 1-14 0.
1 tawila	..	..	..	$\frac{1}{2}$ anna.

For currency of Kuwait see page 41.

Chronology—The Moslem day is reckoned from sunset to sunset and is divided into 24 hours, which are counted as twice 12. Sunset is reckoned as 12 o'clock, and is the fixed reckoning for each day. Twelve hours after sunset is again 12 o'clock.

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